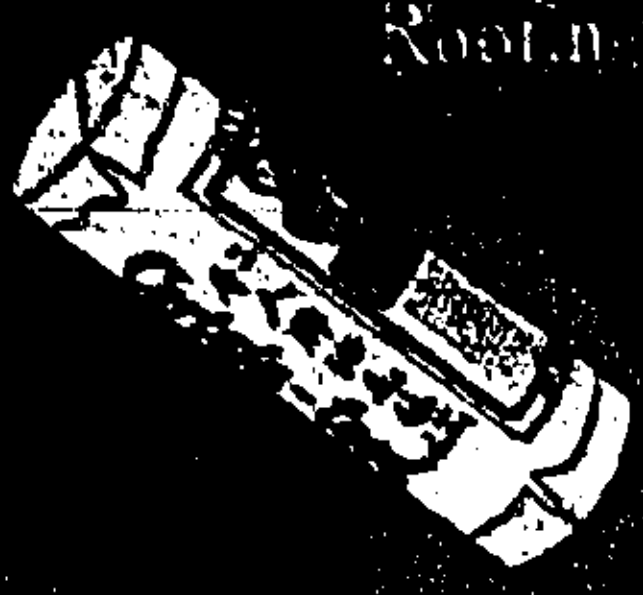


Certain lead



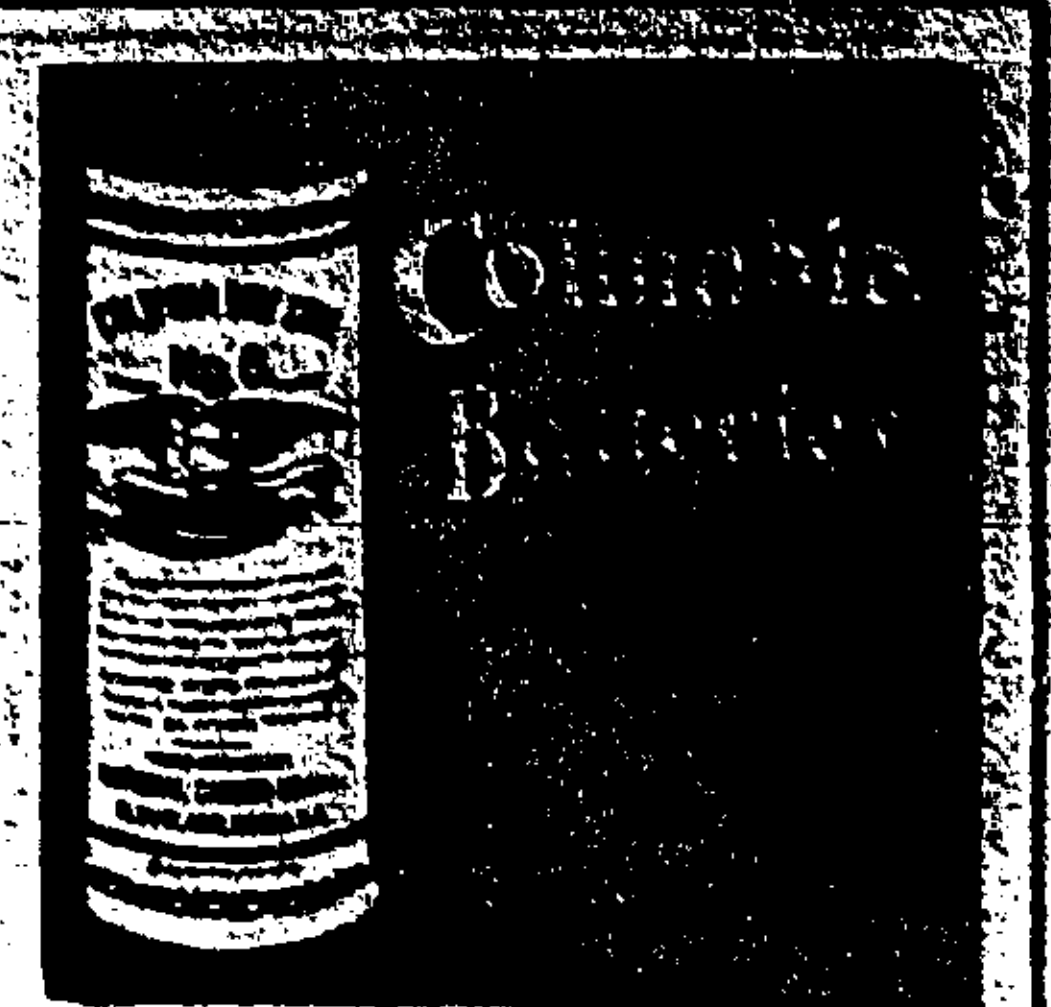
The Hongkong Telegraph.

(ESTABLISHED 1881)

69139 六拜禮 號式廿月五英港香

SATURDAY, MAY 22, 1920.

日五初月四 SINGLE COPY: 10 CTS.
\$36 PER ANNUM.



REUTERS' TELEGRAMS.

ANGLO-JAPANESE RELATIONS.

COMPLIMENTARY SPEECHES IN LONDON.

London, May 18.
The coming-of-age dinner of the Japan Society took place at Prince's restaurant, under the chairmanship of Baron Chinda. There was a distinguished company of Japanese and Britons present. Lord Burnham toasted the Emperor and referred to the growth of Anglo-Japanese relations and the value of the Alliance for peace, not only in the East but for the world. He expressed fervent admiration of Japanese enterprise and honour.
Baron Chinda hoped that the Prince of Wales would some day visit Japan. An unsurpassable welcome would await him.
Lord Swaythling toasted the services of the two Empires, and said that the services of the Japanese Navy during the war had never been sufficiently sung.
Rear Admiral Iida, Naval Attaché, referred to the heroic conduct of Admiral Craddock at Coronel. That was Nelson's spirit. Japan's Navy was undoubtedly endowed with the same spirit, because it had carefully studied Nelson's old doctrine. The speakers included Major General Jeffreys, Mr. K. Mori, Financial Attaché, and Mr. Stanley Manchin, Chairman of the London Chamber of Commerce.

CHINA'S FINANCES.

OPINIONS OF AN OPTIMIST.

London, May 19.
Interviewed by the *Financial Times* with regard to a Peking report of a financial crisis in China, a leading authority in London, who is in constant touch with Chinese affairs, gave an assurance that there was nothing in the situation which need alarm the investing public in Britain who are in any way interested in China. Indeed, the Chinese outlook might be regarded as distinctly promising in view of the signing of the Consortium agreement as between Japan and America. With Britain, France, America and Japan in agreement, a loan to China should stabilise conditions there and lead to a better international understanding with regard to Far Eastern finances generally.

STOCK EXCHANGE SENSATION.

HANDLING EX-ENEMY BONDS.

London, May 19.
It is stated that the partners of one of the oldest and biggest firms on the London Stock Exchange have been suspended for two years, and other firms cautioned, owing to the discovery that a number of Japanese and Chinese bonds, held in Germany, had reached the London market from Holland, despite the Regulations that each bond from abroad must be accompanied by a certificate that it had not been enemy property.

U.S. OIL CRISIS.

AGGRESSIVE FOREIGN POLICY ADVOCATED.

Panama (California), May 18.
Mr. Bedford, Chairman of the Standard Oil Company, has declared that the only way to find relief from the impending acute shortage of oil and petrol in the United States was through an aggressive foreign policy by the United States Government. He said Carranza had been permitted consistently to discriminate against American oil men. The result was that practically no Mexican oil entered the United States last year, despite the fact that American holdings in Mexico exceeded the British.

PANAMA CANAL TOLLS.

PRIVILEGES WANTED FOR U.S. SHIPPING.

Washington, May 19.
In the Senate, Senator Borah introduced a Bill restoring free toll privileges to American coastal vessels using the Panama Canal. The Bill was referred to the Inter-Oceanic Canals Committee without discussion.
The Bill, if passed, would repeal the law passed at the request of President Wilson in 1914 equalising the toll charges for foreign and American vessels.

THE U.S. ARMY.

DEADLOCK ON REORGANISATION BILL.

Washington, May 19.
A deadlock has been reached on the Army Reorganisation Bill which recently went to Congress. Some of its provisions will be again submitted to the House of Representatives with a view to modification.

THE MEXICAN REVOLUTION.

YUCATAN GOES OVER.

Washington, May 19.
Mexican revolutionaries emphasise as most important that Yucatan has joined the revolution, indicating that the large remaining part of progress has yielded to the Provisional Government.

THE SALVATION ARMY.

Washington, May 19.
President Wilson has telegraphed congratulating Commander Evangeline Booth on the Salvation Army's war record and hoping that the Army's appeal for funds will be most successful.

COMING TO CHINA.

Paris, May 19.
M. Poincaré has departed for China.

HONGKONG ELECTRIC CO.

GOVERNMENT TO CONTROL PRICES.

PROPOSED MONOPOLY FOR THE COMPANY.

The thirty-first ordinary general meeting of the Hongkong Electric Company, Ltd., was held this morning, when an important announcement was made with regard to control of prices of current by the Government. Mr. A. O. Lang presided and there were also present:—the Hon. Mr. John Johnston, Mr. G. M. Dodwell (Directors), Mr. F. Graham (Manager), and the Hon. Mr. Ho Fook, Messrs. R. H. B. Hancock, T. E. Pearce, Ho Kwong, D. V. Stevenson, C. A. Hooper, Leung Yan Po, Leung Wing Sang, Ip Fook, Leung Fai Nam, L. E. Ozorio, D. Baptista, J. M. Alves, and To Tso Hing (shareholders).

CHAIRMAN'S SPEECH.

The Chairman said:—Gentlemen.—The report and accounts having been in your hands for some days I shall, with your permission, follow the usual procedure, and take them as read. You will note that fuller particulars of the Company's assets are furnished on this occasion, and that depreciation is set out in detail in the balance sheet, an innovation which I am sure will be appreciated by all shareholders. The net profits, after allowing for depreciation, amount to \$210,617.77, to which has to be added \$126,956.31 brought forward from last account, making a total of \$337,574.08 available for distribution, and this your Directors recommend be disposed of as follows:

To pay a Dividend of \$2.25 per share on 60,000 shares	\$135,000.00
To pay a Bonus of 75 cents per share	45,000.00
To pay a Bonus to staff	22,323.97
To carry forward to next Account	135,250.11
	\$337,574.08

Dividend and bonus are the same as were paid in respect of 1918-1919 working, and I trust the return of \$3 per share will meet with the approval of all present. The bonus to staff represents 20 per cent of their annual salaries, and as the work during the period under review has been of a particularly onerous nature, I hope this suggested recognition of their good services will be sanctioned. The amounts allocated for purposes of depreciation may at first

sight seem excessive, but circumstances warrant such appropriation, and the wisdom of liberal writing down in the past has been conclusively proved as the result of recent efforts to dispose of old machinery. Plant in general practice, is depreciated on a percentage basis, but during recent years, when existing appliances were taken to their utmost in consequence of new machinery being undeniably obtained, that method has not been strictly adhered to, and where extra provision was considered advisable, same was duly made. On the present occasion, for instance, it has been deemed expedient to make generous allowance in respect of the second-hand plants obtained from the Dock Company and Dawson City respectively, for both of which high prices were paid. Without these appliances last summer's load could not have been maintained, but as the former is now out of commission and the latter must in the near future be re-erected on as a standby only, you will readily recognise the necessity of writing them down on a liberal scale. Shortage of plant continued to hamper the Company's operations until about the middle of February last when the new turbines were put on at the North Point, and with their advent the great strain of recent years was relieved. It is still found necessary, however, to continue generating at Wanchai, and running two stations is a somewhat expensive matter, but in order to cope with ever increasing demand for current, new applications for which continue to be received in large numbers, your Directors, after taking counsel with the Company's Consultants in London, have placed a further project on the agenda for a 3,000 kilowatt set. With the installation of this set, which I hope will be sometime during the course of the present year, it should be possible to close down Wanchai as a centre of supply, thus considerably reducing expenses.

Consumers would no doubt welcome the recent reduction of 2 cents per unit in the price of current for lighting and fans, and although this has been granted just at the time when it was necessary to adjust to a higher level, the scale of wage to Chinese employees, it is confidently expected that the low rate of 18 cents will in time attract a large volume of new business, which will more than compensate the Company.

With reference to the meetings of shareholders held on 28th January and 16th February last, when the capital of the Company was increased by capitalising

reserves and issuing 120,000 new shares, I am pleased to tell you that with very few exceptions shareholders exercised their option of subscribing for the latter, and the very small number not applied for will be retained unissued until such time as any further moneys are actually required. The Company's capital stands as from 1st March last, therefore, at approximately \$2,400,000, and I must here observe that with such increase it can hardly be expected that it will be possible to maintain the same rate of dividend as that now achieved, viz.—\$3 per share, though there is every reason to believe that shareholders will continue to receive a good return on their investments. While on this subject I should like to take the opportunity of making some statement regarding the Government's attitude towards the Company's applications for permission to extend operations to Pokfulam, Aberdeen and elsewhere on the south side of the Island, as the Directors feel it is only right that shareholders should be apprised of the position generally. As perhaps you are aware, no extensions of the Company's mains can be made without the necessary powers being granted by the Authorities. At the time when the lines to Repulse Bay and to the Dairy Farm at Pokfulam were allowed under temporary way leave, it was intimated that this way leave would be withdrawn unless satisfactory terms for lighting the various districts on the south side of the Island can be arranged, and it has further been intimated to us that any extensions of existing mains can only be considered on the terms of an arrangement between the Company and the Government on some such lines as are applicable to public utility companies of a similar nature in the United Kingdom. There, as you may know, the Authorities exercise a certain amount of control over prices charged to consumers, and it is now made clear that this Company will have to submit to certain restrictions in this direction as the price of obtaining permission to extend its operations in the manner desired. On the other hand, as a set-off against the restrictions which it seeks to impose, the Government offers the Company a monopoly of the public electric lighting of the whole Island for a term of years, a monopoly which would obviously be of immense value to us. Such extension is, of course, essential if the Company is to develop, and in these circumstances your Directors foresee that negotiations with the Government may have to proceed on the lines indicated if the necessary licence to supply current throughout the Island is to be secured. I am not yet in a position to say on what terms the Government will be prepared to grant such licence, but from preliminary conversations which have taken place it would appear that there will be no interference whatever either in the control or actual working of the Company's business, which will be continued exactly as at present, while the financial arrangements, and the dealing with and distribution of profits, will remain in the hands of the Board, subject to some stipulation that after profits reach a certain figure a portion of any surplus should be applied in reduction of consumers' charges. That is all I am in a position to say at present, but the matter will receive the earnest attention of your Directors, who will closely scrutinise, in the interests of the shareholders, any proposals which the Government may ultimately formulate, and will, as they conceive it their duty to do, lay the terms before a general meeting of the Company for their ratification before acceptance.

Before concluding, I should like to place on record an appreciation of the help rendered to the Company during the recent strike by men of the Navy and Army, without whose aid it would have been impossible to give a continuous supply of light to the Colony, and I would be failing in my duty were I not to take this opportunity of thanking the Hon. Mr. Johnston.

Fletcher, Commodore Garner, R.N., and Lieut. Colonel Taylor, R.E., for their co-operation in making these arrangements possible. The Company's staff also performed excellent work during that anxious period, and although many hours of leisure had to be sacrificed, the additional duties were carried out in a cheerful spirit.

I now beg to propose the adoption of the report and accounts as presented, and after they have been seconded, I shall be pleased to answer to the best of my ability any questions which shareholders may desire to put.

SECONDER'S SPEECH.

Mr. Richard Hancock, in seconding, said:—Mr. Chairman, Gentlemen.—In rising to second adoption of the report and accounts, I think I am voicing the opinion of all shareholders in congratulating the General Agents and Directors on the fine working for 1919 and on the continued prosperity of this Company. The figures we have before us to-day show that, in spite of the difficulties of the last few years on account of insufficient plant to meet the increased demand for current, the Company has successfully surmounted them and the satisfactory running of the plant reflects the great credit on all concerned. The Chairman has told us that a new 3,000 kilowatt set has been ordered from England and this progressive policy will meet with the general approval of all shareholders, I am sure. We must in these days advance and not stand still, and any action which our General Agents and Directors take to keep the plant up to the highest state of efficiency, will, I know, give confidence and ensure a continuance of the prosperity which this Company has had in the past. The Chairman, in referring to depreciation, has stated that at first sight the amount set aside for this might seem excessive, but I think we all agree that it is only by liberal depreciation in the past that the Company's position is as sound as it is to-day. Nothing is more evident in modern industry than the rapidity with which plant and machinery become obsolete, and it is of the greatest importance to write off their cost and create a Reserve Fund for their replacement. As we know, during the war it was almost impossible to replace plant and even now it is not easy and the cost to-day is three or four times what it was normally, and prudence therefore demands that the sum set aside should be considerable. No one having the Company's interests at heart can cavil at the amounts which have been allocated for this purpose. We have listened with great interest to the Chairman's remarks concerning the negotiations which are now going on between the Company and the Government in connection with the proposed extension of the Company's business on the south side of the Island, and whilst not welcoming any Government interference in the actual working of the Company it would appear reasonable that with a public utility Company such as this, in exchange for increased facilities, a certain proportion of any surplus after a fair return on capital has been secured should go to reducing the cost of current to consumers. As no particulars are at present available of the proposed scheme it is not possible to criticise it, but I think we can safely leave the negotiations in the hands of our Directors, who will, I am sure, give every care and consideration to this innovation as far as Hongkong is concerned. The bonus to the staff has been well earned, and will I know meet with the hearty approval of the shareholders. With these remarks I have much pleasure in seconding the report and accounts as presented.

The report and accounts were then unanimously approved. On the motion of Mr. Ho Kwong seconded by Mr. Baptista, the appointment of Mr. G. M. Dodwell to the Directorship was confirmed. On the proposition of Mr. T. E. Pearce seconded by Mr. Ozorio

TO DOG OWNERS.

IMPORTANT HONGKONG REGULATIONS.

The following regulations have been made by the Governor-in-Council under Section 6 of the Dogs Ordinance:—
1.—Except with the permission in writing of the Colonial Veterinary Surgeon the removal of any dog from any one of the following districts into any other district is prohibited:—
(a) The Island of Hongkong.
(b) Kowloon and New Kowloon.
(c) All other parts of the Colony.
2.—Until further notice no dogs brought from any part of China will be permitted to land in the Colony without the consent in writing of the Colonial Veterinary Surgeon.

TO RESIDUE TSARDOM.

SENSATIONAL ARREST OF RUSSIAN IN PARIS.

A sensation has been caused in Paris by the discovery of what is believed to be a plot to restore Tsardom with the help of Germany. An individual whose name is given as Ormochine, described as a member of the delegation from White Russia to the Peace Conference, a former member of the Duma, a chamberlain of the late Tsar, and a big landowner has been arrested on his return from Berlin, and charged with having conspired against the internal safety of France, and of "intelligence with the enemy."

For several months, it is stated, the prisoner had been closely watched by detectives, who found that he was in frequent telephonic communication with the German Delegation, paying frequent visits to its members. He was supposed to be an intermediary between a group of Russians formed here and another Russian association at Berlin, both working to bring about an "integral" Russia with the assistance of Germany, by suppressing the Polish Republic and other Republics formed after the separation of their territory from Russia.

Twenty search warrants were issued on the authority of the War Minister and the Minister of the Interior, and 18 Paris banks in which supposed conspirators had made deposits were visited, money and numerous documents being seized.

Ormochine professed surprise when detectives arrested him at the Gare du Nord and seized a bag stuffed with documents. He protested against his arrest, declaring that he was a sincere friend of France. He had, it seems, made several visits to Germany during the war, and it is on this fact that the charge of intelligence with the enemy is based.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3/4d.

DON'T FORGET.

TO-DAY

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW

Coronet Theatre—5.15 and 9.15 p.m.

Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

the appointment of the Hon. Mr. Lau On Pak was confirmed. The Hon. Sir Paul Chater, C.M.G., and the Hon. Mr. Johnston were re-elected Directors, on the proposition of the Hon. Mr. Ho Fook seconded by Mr. Leung Yan Po.

Mr. Stevenson proposed and Mr. Ho Kwong seconded the re-election of Mr. C. Bernard Brown, A.C.A., as auditor and this was agreed to. On the proposition of Mr. T. E. Pearce seconded by Mr. Ozorio

REUTERS' TELEGRAMS.

BIG BUSINESS.

Chicago, May 18.
The sales of the Swift International Company and its South American subsidiary, the Swift Company, aggregated \$180,000,000 (gold) last year. The net earnings were close on \$10,000,000.

THE AMERIKA AT COLOMBO.

Colombo, May 18.
The ex-German liner Amerika has arrived here with 6,466 Czech-Slovaks from Vladivostok.

ANGLO-PERSIAN OIL AGREEMENT.

Melbourne, May 18.
The House of Representatives has passed the third reading of the Anglo-Persian Oil Agreement.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

FOR THE CHINA SQUADRON.

Singapore, May 21.
H.M.S. Colombo, conveying gunboats and sloops, arrived here this morning.

THE TIN MARKET.

Singapore, May 21.
Tin is quoted at \$145 per ton.
(Other Telegrams on Pages 2, 3 and 5.)

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Prescriptions accurately filled.

EARLIER TELEGRAMS.

(Continued from page 1)

THE IRISH QUESTION.

London, May 18.

Mr. Walter Long emphasised that suggested amendments would involve a great change in the structure of the Bill although the change was absolutely consistent with the fundamental principle of the Bill, namely, the establishment of a federal system. He pointed out that very difficult questions must first be considered, for example, whether the second chamber would be nominated or elected; but he undertook that the Government would later submit a definite scheme.

Maj. Gen. Seely urged that Mr. Long's proposal should not be delayed as delay in handling the Irish question might fatally affect our relations with America and also the Empire.

Sir Edward Carson deprecated mention of America's cheers. It was high time America or the pretended spokesmen of America learnt to understand that we were still a great power, not subordinate to America or any other great power.

Sir Edward Carson continued that we had never meddled in exclusively American questions, even for electioneering purposes.

Col. Sir S. J. G. Hoare withdrew his amendment. The Government opposed the amendment of Lord Robert Cecil providing that North Ireland remain in all respects a part of the United Kingdom.

The amendment was rejected by 204 votes to 52. An amendment by Mr. Clynes in favour of the deletion of an essential clause establishing separate parliaments for North and South Ireland was defeated by 213 votes to 61.

Fuller Possible Liberty Restored.

London, May 19.

It is declared the Government has decided on a new policy with regard to Ireland. Offenders in future will not be imprisoned without trial. Those at present interned will have their cases reviewed by panel judges, the aim being to abolish "Dora" procedures and restore legal processes. Vexatious restrictions will be removed and the fullest possible liberty restored, but the most vigorous suppression of violence and punishment of perpetrators is determined on. Sinn Fein fanatics will be met by armed forces, unlimited numbers being sent. According to the Chief Secretary's wishes and with the view of restoring order, numerous military posts linked up by most rapid communication are being established in the terrorised districts. Troops will be made as mobile as possible, with small flying columns with horses and armoured cars, with a view to raiding terrorist assemblies. Prisoners from these raids will be tried, and hanged if convicted on capital offences. The Government believes it knows the majority of the terrorist leaders. The new policy is being directed by Sir Hamar Greenwood and Sir N. MacReady, who are harmoniously co-operating in a general policy of conciliation simultaneously accompanied by relentless war against the terrorists.

The Lords and Ireland.

London, May 19.

In the House of Lords, replying to Earl Salisbury, the Lord Chancellor emphatically declared it was the policy of the Government, whether the struggle was short or long, to employ the whole available resources of Britain to restore law and order in Ireland and render utterly impossible the secessionary campaign at present in progress. The forces of Britain were as deeply committed to carrying to success the Government's purpose in Ireland as they were to carrying out their purpose in the late war. If the troops at present in Ireland were insufficient more would be sent. The only limits would be the extent and degree of the crisis. If the existing military formation was insufficient they would not hesitate to ask the population of the country to increase the forces as in the crisis of the war.

FOOD PRICES REACH MAXIMUM.

London, May 19.

The Food Controller, Mr. McCurdy, speaking at London last night, declared that before abolition of food control was a secure and difficult period must be passed through. At the present moment average prices of foodstuffs in Britain were at the very highest point ever reached since the outbreak of war, and in consequence the national wage bill had been permanently increased in the past two years by £500,000,000. The world's prospective wheat crops were causing every Government in the world the greatest anxiety. Substantial decreases were reported from North America, Australia and the Argentine. To-day the Argentine was considering whether it would be necessary to prohibit the export of wheat. Only the Indian wheat crop showed a surplus and it was insufficient to balance the diminished output from other sources. It was quite possible that within a few months the people of Britain would have to eat war bread of a quality only comparable to that of the most difficult period of the war. He urged the people to eat New Zealand mutton and save flour for bread.

POLES STILL SUCCESSFUL.

London, May 18.

The "Morning Post" says that Russian newspapers which have reached Copenhagen report that the silence of the wireless is due to a huge fire, accompanied by violent explosions starting in an ammunition depot near the wireless. The explanation is not altogether convincing, as Moscow has three high power stations. Moreover, since the brief communique on Sunday the wireless has again become silent.

It is understood that on the Polish front Pilsudski has fully consolidated the line from the Dnieper above Kiev to Beresina. The Reds have concentrated large reinforcements near the Polish bridgehead just beyond Kiev, where a violent Red counter-offensive is progressing. The Poles repulsed four assaults with heavy Red losses. On the extreme Polish left on the Dvina the Bolsheviks are counter-attacking with five divisions, but were immediately checked by the Poles, who report the position excellent in all sections.

BOLSHEVIKS INVADE PERSIA.

London, May 18.

The "Times" correspondent reports from Teheran (11th May) that a Bolshevik force invaded Persia from Azerbaijan to demand the withdrawal of British troops. The chief military forces in Persia are 6,000 South Persian rifles, offered by British, 8,000 Cossacks under Russians and 8,000 Swedish gendarmes, commanded by the Persian Government.

(Continued on page 5.)

"CINEMA FILM HISTORY."

CRITICISM OF PRIME MINISTER.

Sir John Simon was recently elected by the Yorkshire Liberal Federation meeting at Bradford as its chairman for the ensuing year.

In his address he warned the delegates that they had chosen a spokesman one who, according to Mr. Lloyd George, was a persistent critic of the Coalition Government. That was a crime which a large and increasing number of his countrymen in England and Scotland, and possibly even in Wales, lost no opportunity of perpetrating as vehemently as he did. This was all very heterodox, because the accepted doctrine was that all decent Liberals should combine with all Tories in order to resist being overwhelmed by the avalanche of Socialism. That was Mr. Lloyd George's advice. But Mr. Lloyd George, if he might presume to say so, was like many another great man, in that he suffered from the defects of his qualities. The Prime Minister had so nimble a mind and made up his mind to act so quickly that sometimes he acted first and found the historical justification for his action afterwards. If, for example, Sir John Simon said "he was to excuse the intrigue by which he became Prime Minister, he does it by antedating the Russian collapse by a period of nearly 12 months. If he wants to commend Coalition policy to the Manchester Reform Club, he does it by asserting that he and his Coalition colleagues approve and are determined to carry out each and every resolution of the National Liberal Federation. That is one way of writing history. It is the sort of history you get on a cinema film, rather jumpy, not perhaps always in the correct sequence of time, but very exciting while it lasts and—say it with complete good temper—certain to end in the hero, after a very black period, finding himself in the centre of the stage as the saviour of society."

He was sure that Mr. Lloyd George was speaking sincerely in saying that rampant Socialism was the danger, and in appealing to Liberals to form a permanent unholy alliance with the Tories. None the less, he thought the historical order of events had somehow got a little mixed. There was a Socialist candidate in the Spen Valley by-election. There was an other who was unanimously adopted by the largest and most representative meeting of Liberals ever held in the history of the constituency. How did it come about, therefore, that in such a situation Mr. Lloyd George moved heaven and earth to secure the return of the socialist? No one would accuse the Prime Minister of being stupid, and only a very stupid man could have supposed that by putting up the unfortunate gentleman who was called the Coalition Liberal candidate any other result could have been obtained than the return of the Free Liberal candidate, which nearly happened, or the triumph of rampant Socialism. He could not believe that the theory that rampant Socialism was the urgent evil threatening this age and generation was present to Mr. Lloyd George's mind at the time of the Spen Valley by-election. He found it quite impossible to believe that Mr. Lloyd George's proposal was a specific for preventing the growth of Socialism in this country. All political history went to show that the existence of a spirit and temper which was dissociated from any special interest, which endeavoured to present a policy for citizens as a whole, and which devoted itself first and principally to those who needed help most was the best security against revolution and violence of every sort.

NOTICES

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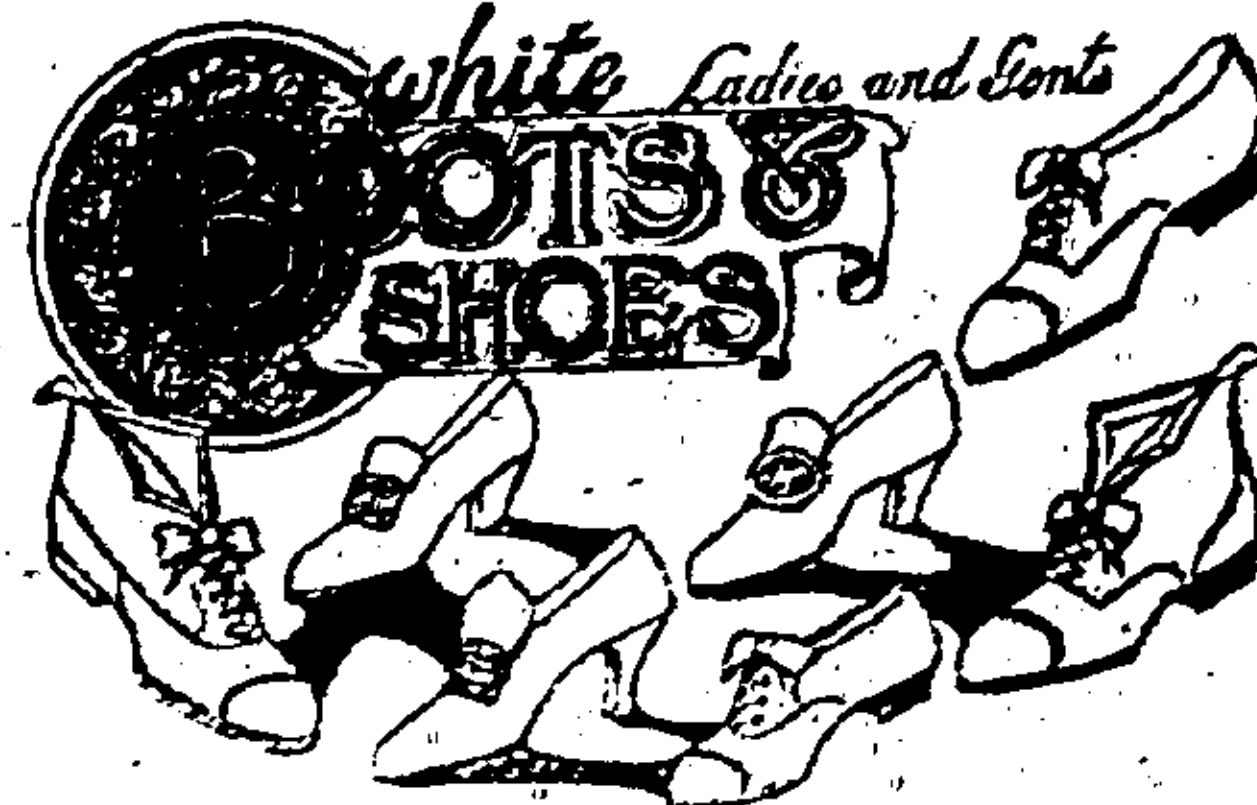


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SEA WAR FROM THE GERMAN SIDE.

ADMIRAL SCHEER'S NARRATIVE

We have waited (says the *Observer*) with some curiosity to know what it felt like to be in front of the British guns instead of behind them, and behind the German guns instead of in front. The vain boasts of the All Highest and the carefully tempered confidences of the German official dispatches we understood and duly discounted. But some day, we felt, we should get from the German side something which was history and not propaganda. After reading Admiral Scheer's book we regretfully confess that the day has not yet come. It is, up to a point, candid and fair. But it is written in the way that the special correspondents of party papers write their accounts of election contests. "Our side" always scores all the points. In one respect, however, the book is creditably distinguished from all the others written by German commanders on sea and land, and from many written on this side of the water. Admiral Scheer does not bite his thumb at anyone. Reading between the lines, we gather that he found his Supreme War Lord a thorn in the flesh. But he loyally does not say so, nor does he abuse "the politicians" as do Tirpitz and Ludendorff. He reserves all his black paint for "England" and we respect him for it, though our respect does not extend to his critical faculty.

Of course the book is an apology. There is so much to apologise for. When you start out to claim superiority for your own side in everything but numbers, in courage, discipline, training, strategic acumen, and tactical skill, arms, ammunition, protection, reliability of workmanship, and lay it down as a generalisation from history that the smaller fleet has usually been victorious; when, moreover, you claim that in the one fleet action of the war the German Navy "stood the British Navy on its head," as some foolish person in America has recently remarked it requires some ingenuity to explain how it came about that the German flag was swept from the seas, that the hated Englishman somehow got enough to eat at home, brought armies from the ends of the earth, sent them where he would, and fed them like fighting cocks. Admiral Scheer's ingenuity is not equal to the task. He describes correctly enough the purpose with which the German Navy was built, namely, that "even for an adversary with the greatest sea power a war against it would involve such dangers as to imperil his position in the world." To that conception, Germany was true all through. He also quite properly claims that the German Fleet "succeeded in making the sea war an effective menace to England" by means of a use of submarine boats which Admiral Scheer, along with the rest of Germany justifies, but which we, along with the rest of the world, condemn as rank piracy. But he altogether fails to account for the complete failure to achieve the ends to which success as he claims should have led.

The Germans entertained the sanguine anticipations of Mrs. Bodd. They fully expected that the British Navy would "come and be killed" in the light, and Admiral Scheer's book is one dirge of disappointment because the British Navy knew a game worth two of that. He pours the vials of his scorn on our commanders for not obliging him as lavishly as do some of our writers here at home. At the same time, he is naively insistent on the impossibility of the German Fleet accepting battle on the further side of the Dogger Bank. He is like an old professional bowler who, when a quickfooted batsman ran in and hit him over his head for six, complained that it "wasn't cricket." Perhaps the undoubted truth was not quite so readily understood as he imagines. There were times when a good deal of explanation of the true meaning of sea power was necessary, and there were plenty of hot-heads to urge reckless action. Of course, the idea sedulously insinuated, that it was the purpose of the British Navy to avoid getting hurt lest British supremacy at sea should thereby be injured is pure "propaganda," and rather clever propaganda, too. But the all-sufficient answer is that the Navy discharged its duties to the Alliance with complete success.

"PUSSYFOOT" ON HIS PILGRIMAGE.

TITLED CONVERTS TO PROHIBITION.

After nineteen months of strenuous campaigning, Mr. "Pussyfoot" Johnson, the American prohibitionist, recently left England for his native country. A *Daily Chronicle* representative who interviewed him in his Fleet-street office asked what he thought of the results of his long sojourn here.

"First let me say, through the *Daily Chronicle*, said Mr. Johnson, "and it can be put as emphatically as possible—that I am not out to cause trouble between the sentiment of our two countries."

"There are a whole lot of people in America who are not Americans, and who are saying 'bad things' about British institutions. These are prompted by people who are interested in making trouble between the two nations, and people who do that sort of thing are enemies to both. I go back with the finest of feelings for the British people, who have given me the kindest treatment, and, as they are a nation that play the game, I am hoping to come back again."

"But you can take it from me in advance that, if any cable comes over to England after I have gone which quotes me as saying bad things about England or the English, that it is a lie," and Mr. Johnson emphasised his remark with an adjective which Parliament has already put under prohibition.

One of the things Mr. Johnson is going back to tell "the soft-pedal wets," as he called them, is that there has been a great change in the attitude of Europe towards the drink question. "There is," he said, "a big slide in public opinion towards the prohibition movement."

"Included in my converts since I have been in this country," he declared, "were English society people of title, representatives of some of the biggest trade corporations in England, as well as Parliamentarians."

But perhaps the most interesting statement that Mr. Johnson made was: "You have in this country a great and growing sentiment among prohibition voters, men and women, who are moderate drinkers, but who would vote on the side of prohibition if put to the test. They are secret voters, and they do not shout their views. Wait and see what they do."

And that there is no possible object in getting hurt if you can do your job without it. Jutland was an incident, and an incident only. In the great, silent struggle for the command of the sea roads which went on for nearly five years. In some ways it was not even a very important incident, and it may fairly be said that its moral effect was out of all proportion to its importance as a battle. The German claim to victory is based altogether on the fact that, having inflicted heavier damage than they received—for reasons which are too well known to need restatement—they escaped annihilation. They are welcome to any comfort they may find in the reflection. It only shows how high the prestige of the British Navy stood. From thence onwards the sole hope of the Germans rested on "unrestricted U-boat warfare," of which Admiral Scheer is perfectly right in saying that its chance of success depended on the power of the battle fleet to keep the egress open to the U-boats. Had we known the deplorable condition of the High Sea Fleet this might not have been so easy. As it was, the tale of losses among the light craft employed as minesweepers and on-on, now disclosed by Admiral Scheer, was enormous.

Every known way was tried by the enemy to bring us to our knees. Zeppelin raids, bombardment of coast towns, U-boat warfare; everything except the direct challenge to our sea power to fight the issue out in a new Trafalgar. All failed. None except the U-boat campaign had the remotest chance of success, and that deadly menace was mastered. The lesson has been read correctly by the Admiralty in their refusal to surrender the battleship as the foundation of our sea defence. It is written large over Admiral Scheer's pages. His Fleet could not break through the band of steel which the Navy had spread round the approaches to Germany. It might get under it or over it; but neither could it win decisive success. So the German Empire went down in rain.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 25th May, 1920, commencing at 3 p.m. on the Reclamation near Black-heads Point (Kowloon) (For account of the concerned) 1520 Bales HEMP more or less damaged by smoke & water

On view Now. Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 25th May, 1920, commencing at 11.30 a.m. at Messrs. Kin Tai Loong's Godown, West Point. 2000 Bags No. 1 Tonkin White Rice

Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 26th May 1920 commencing at 11.30 a.m. at their Sales Rooms, 6 Duddell Street, 680 Bags Castor Seeds.

On view Now. Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

By order of the Mortgagees Messrs. Lammet Brothers have received instructions to sell by

PUBLIC AUCTION.

on Friday the 28th day of May, 1920 at 3 p.m.

at their Sales Rooms Duddell Street, Victoria, Hongkong. The following valuable leasehold property situate at Victoria in the Colony of Hongkong viz:—All that piece or parcel of land situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 345 together with the messuage erected thereon known as No. 15 Mosque Street, Victoria aforesaid. Term 99 years created by a Crown Lease thereof dated 11th April 1855. Annual Crown Rent \$124. Area 1,440 square feet.

For further particulars and conditions of sale apply to JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Hongkong. Solicitors for the Mortgagees, or to Messrs. LAMMERT BROS. The Auctioneers. Hongkong, 14th May, 1920

GENERAL NEWS.

GASSED. Two boys assisted a hawk to lift a gas shell from a scrap heap at Haddington and afterwards knocked the head off the shell. The fumes gassed both the boys and the hawk.

EDUCATION AFLOAT. The proposal to acquire a ship to take parties of schoolchildren on cruises to different parts of the world has been adopted by the Bradford City Council. The scheme proposes that a ship named the City of Bradford should be used as a secondary school, and, besides taking children to various parts of the world, should be used for the export of Bradford cloth goods.

LAW FOR LOTTERIES. Mr. Shortt, the Home Secretary, in the Commons recently said the policy of the Government in respect to lotteries was to summon all persons guilty of breaking the law. In the case of the Golden Ballot the promoters assured the police, under legal advice, that the prizes would be so distributed that the law would not be contravened. Later, when it appeared that the Golden Ballot was in fact a lottery, the Attorney-General advised a prosecution, which was now pending. Asked as to whether church and chapel lotteries and raffles were constantly regarded with a "blid eye," Mr. Shortt said no doubt the law was successfully broken pretty often.

NOTICE.

The Management of "The Hongkong Telegraph" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of "The Hongkong Telegraph" unchanged.

Hongkong, 17th May, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS

As from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of "The Hongkong Telegraph" will be charged for at the rate of \$1. each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road, Opposite the University, Tel. No. 732. P.O. Box 393. Principal JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations. New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations. Private tuition can also be had in these subjects. Prospectus on application.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 26th May, 1920 commencing at 2.30 p.m. at No. 46 Leadenhall Terrace

A quantity of Valuable Household Furniture comprising:—Teak hat-stand, flush covered drawing room suites, fine engravings, water colours, occasional tables, bronze figures, brass flower pots, brass and brass mounted fenders, white lace curtains, carpets, rugs, etc. etc.

Teak extension dining chairs, teak sideboard with bevelled mirror, teak dinner wagon, marble clock, leather covered armchairs, teak overmantel with bevelled mirror, brass electric standard lamp, electric fittings, etc. etc. Glass, Crockery and Electric-plated ware, Household linen etc. Double brass bedsteads, teak

double wardrobes with bevelled glass doors, teak marble top bureaux, marble and tiled wash-stands, ladies desks, upholstered couches and easy chairs, toilet crockery, Japanese silk embroidered screens, etc. etc.

Bathroom, Pantry and Kitchen Requisites. Also A Fine Selection of Canton Blackwood ware comprising:—Marble top and round tables, armchairs, flower stands, stools etc.

And 2 Kastner Autopianos (Pianos by Rachals) 1 Cottage Piano by Farrell and Gonde 5 electric ceiling fans 4 electric table fans 1 enamelled bath 1 "Baldwin" Refrigerator 1 Chubb's Combination safe

On view from Monday, the 24th inst. Catalogue will be issued. Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

NEW ADVERTISEMENTS

NOTICE.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be closed for the Transaction of Public Business on MONDAY, 24th May, 1920.

By Order,

LOWE, BINGHAM & MATTHEWS, Secretaries. Hongkong, 22nd May, 1920.

NOTICE.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be closed for the Transaction of Public Business on MONDAY, 24th May, 1920.

By Order,

LOWE, BINGHAM & MATTHEWS, Secretaries. Hongkong, 24th May, 1920.

NOTICE.

We have this day authorised Mr. Frederick Charles Hall to sign Insurance policies as Manager of our Insurance Department. JARDINE, MATHESON & CO., LTD. Hongkong, 21st May, 1920.

NOTICE.

TENNIS TOURNAMENT. Open Championship Singles. CHALLENGE ROUND. M. W. Lo v. Ng Sze Kwong (Holder 1918 & 1919). Weather permitting, this match will be played on Tuesday, 25th May at 4.30 p.m. The Prizes won during the tournament will be presented after the match. Booking at: Moutrie & Co.

A COMPLETE FRATED WATER PLANT FOR SALE.

THE MACHINES are made by Messrs. Bradley & Houghton, 112, Market Street, and guaranteed in perfect working order. The complete plant will turn out 2,000 gallons of filtered water per day. KWONG SANG HONG LTD. P. O. Box 122, Hongkong.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S.S. "LAKE FAULK."

From CALCUTTA via RANGOON, PENANG, and SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk. Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 28th at 10 a.m. All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after May 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. PACIFIC MAIL S.S. CO. As Operators, U. S. Shipping Board, Hongkong, 22nd May, 1920.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

WANTED.

WANTED.—One Clerk well acquainted with banking business especially exchange book-keeping. Also one Typist speaking both French and English if possible. Chinese preferred. Apply to BANQUE INDUSTRIELLE DE CHINE, Shamshien (Canton) stating previous experience and salary required.

TO BE LET.

TO LET.—Edgahill, No. 10 Peak. Furnished for 10 months from 1st June, 1920. Apply to Linstead & Davis, Alexandra Buildings.

WANTED.

WANTED.—Competent stenotypist, many years experience open for immediate engagement. Capable correspondent and code expert, conversant with filing and office work. Apply Box 359 c/o "Hongkong Telegraph."

WANTED.—Junior Office Assistant (Girl) required immediately by the Asiatic Petroleum Co. (South China) Limited, King's Buildings.

FOR SALE.

FOR SALE.—One Brindle Bull Bitch, rising three years; pedigree. One Fawn Bull Dog, 14 months; pedigree. Apply Box No. 360 c/o "Hongkong Telegraph."

NOTICE.

REPULSE BAY HOTEL.

THE MISSES DE VINE AND TERRY

SOCIETY ENTERTAINERS.

will introduce HARMONY AND SONG at the usual

TEA DANCING AND DINNER DANCE

to be held on

SATURDAY, MAY 22nd.—and

WHIT MONDAY, MAY 24th.—SUNDAY, MAY 23rd.—

Orchestral Concerts during Tiffin and Afternoon.

NOTICE.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Monday, the 24th May. Hongkong, 19th May 1920.

NOTICE.

THE MACAO HARBOUR BOARD.

Supply of stones faced at the sides for the pavement of the Patent Slip by the jetty at Patane, Macao.

Tenders will be received for 30 days from this date for the supply of 84,500 lineal meters of stones faced at sides of the pavement of the Patent Slip by the jetty at Patane, Macao.

The specifications and form of tender may be seen at the Office of the Harbour Works, every working day from 10 a.m. to 1 p.m. and from 2.30 p.m. to 5 p.m.

The Tenders will be opened at the "Flora Palace" in Macao, on the 8th June 1920 at 3 p.m.

In order to be admitted to tender, a provisional deposit of \$200.00 must be made with the "Banco Ultramarino" to the order of the Harbour Board, up to the eve day for the opening of the tenders.

Office of the Macao Harbour Board, Macao, 8th May, 1920

Secretary to the Harbour Board

NOTICE.

MOTOR CAR & CYCLE NUMBER PLATES.

It is notified for the information of the public that Motor Car and Cycle Number Plates Nos. 301-300 and Motor Cycle Number Plates Nos. 201-200, can be obtained on application at the Licensing Office, Central Police Station. The price is \$1.00 per plate.

P. P. J. WOODHOUSE, Captain, Superintendent Police. Hongkong, 20th May, 1920.

NOTICE.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

The thirty-ninth Annual Meeting of Shareholders will be held at the Office of the undersigned on Tuesday, May 25th, 1920, at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 11th to the 25th May, both days inclusive.

JARDINE MATHESON & CO., LTD. General Agents. Hongkong, 3rd May, 1920.

NOTICE.

PEAK TRAMWAYS COMPANY LIMITED.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong, on Saturday the 29th May 1920 at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1920.

The Transfer Books of the Company will be closed from Tuesday the 25th day of May to Monday the 31st day of May 1920 both days inclusive.

JOHN D. HUMPHREYS & SON General Managers. Hongkong, 19th May, 1920.

NOTICE.

IMPORTS & EXPORTS OFFICE

EMPIRE DAY. This Office will be opened for all purposes from 9 a.m. to 12 noon on Monday the 24th May, 1920.

Licensed Warehouses cannot be opened on that day.

C. W. BECKWITH, Superintendent. Imports and Exports. Hongkong, 19th May, 1920.

NOTICE.

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS. THE "STAR" FERRY CO., LTD. has been re-named "THE STAR" FERRY CO., LTD. and the name of the company will be changed to "THE STAR" FERRY CO., LTD. on 1st June, 1920, at 12 noon. For the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1920.

The Register of Members of the Company will be closed from 1st June, 1920, to 12 noon, on 1st June, 1920.

By order of the Board of Directors, W. S. BROWN, Secretary. Hongkong, 21st May, 1920.

LAUGH ! LAUGH ! LAUGH !

TO-NIGHT at 5.15 & 9.15 p.m.

TRIANGLE-KEYSTONE

presents two big attractions

JOE JACKSON

in an interesting comedy in 4 parts

"A MODERN ENOCH ARDEN"

MABEL NORMAND

in

"BRIGHT LIGHTS"

Seats should be booked in advance

HONGKONG THEATRE

EARLIER TELEGRAMS.

(Continued from page 4)

PRO-PELOUS CANADA.

Ottawa, May 19.

The Budget delivered in the Dominion Commons showed a glowing financial position. The Finance Minister stated that the excess imports over exports for the five years ended March 1915 aggregated \$326,000,000, while for the five years ended March 1920 the exports exceeded the imports by \$1,893,000,000. Imports from the Mother Country last year increased by \$53,000,000 over the previous year. There has recently been an increase in imports from Great Britain, which last March exceeded \$25,000,000 constituting a record. The falling off of exports to Britain last year was due to cessation of the huge output of munitions of the previous year, but the greatest portion is shown to be already replaced. The revenue last year registered a record, \$338,000,000, and exceeded the ordinary expenditure, war interest, pensions for soldiers and re-establishment by \$39,000,000. The currency position showed that Canada was relatively in an exceedingly strong position, with gold amounting to 43 per cent of the total circulation, compared with 67 per cent before the war.

CANADA AT WASHINGTON.

London, May 19.

The House by 68 to 63 rejected an amendment to the Supply Bill declaring that before any arrangement respecting the permanent representation of Canada at Washington was consummated the House should be fully informed concerning the negotiations between the Canadian, Imperial and United States Governments. Mr. Fielding, the mover, said the matter came nearer being a constitutional change than any other public question. Mr. Rowell, the President of the Privy Council, defended Canadian representation. Mr. Mackenzie King, leader of the Opposition, supported the motion and condemned secret diplomacy in such matters.

Sir Robert Borden, replying, said he first discussed the matter three years ago with the British Ministers and rediscussed it 1917 with the British and Dominion Governments, notably Mr. Hughes. He paid a tribute to the British Ambassador's generous efforts in Canada's behalf, but he had long felt that Canada ought to have her own Minister at Washington. The Government's action was fully supported by constitutional authority.

PUNISHED.

Cairo, May 18.

The Governor General of the Sudan reports that a force under Colonel Darwell has successfully concluded two months' punitive operations against the tribes responsible for the deaths of Majors Stigand and White in December last. The enemy's main force was completely surprised and did not resist. The principal chief surrendered unconditionally. Large captures were made without serious opposition.

RHODESIA AND SELF GOVERNMENT.

Salisbury, May 18.

The Legislative Council has passed a resolution by 12 to 5 requesting the Imperial Government to establish responsible government. The Postmaster General voted with the elected members in the majority. The minority was composed of nominated members.

LEAGUE MEETING IN NOVEMBER.

Rome, May 19.

The Council of the League of Nations has telegraphed President Wilson requesting him to convene the assembly for November at Brussels, as Geneva is not yet ready to receive the assembly.

HOME CRICKET.

London, May 18.

Surrey beat Hants by two wickets. Sussex beat Somerset by 85. Cambridge v. Essex was drawn.

THE ITALIAN CABINET.

Rome, May 18.

Signor Nitti has agreed to form a Cabinet.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—
Elspim Moileff, from Kobe.
2655, from Amoy.
Lautman, Hongkong Hotel, from Kobe.

Quanyensang, Kwongshing-cheung, from Shanghai.
Helena, U.S.S., from Shanghai.
Dohzhongpow Dozung Rite C., from Shanghai.

Mrs. Woodford, Hongkong Hotel, from Amoy.
Fukku Maru, from Tokio.
R.P.L., Dohzhongpow Dohzung Rice Co., Thirdfloor Chongwai from Shanghai.

Burke Ward, Hongkong Hotel, from Tokio.
Vanalstine, Hongkong Hotel, from Tientsin.
Okadashiro, Matsubarahote, from Osaka.

Santai, from Okayama.
N. LUND.
Act. Superintendent.
Hongkong, May 20, 1920.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—
Barretto, from Semarang.
Charles Weber Seaman's Institute, from Lacarota.

Deoand, from Penang.
Fieldrice, from Birmingham.
Frederic Davis, Hongkong Hotel, from Shanghai.

Harald Graves Chief Engineer, c/o U.S. Consul, s.s. Glymont, from Cambridge Mass.
Lincott, from Calcutta.
Forman Barlow, Hongkong Hotel, from Richmond Mass.

Vanshraven, from San Francisco.
Wilson, from London, P.O.

D. de H. FARRANT.
Superintendent.
Hongkong, May 20, 1920.

SAW CARIBALDI ENTER NAPLES.

Canon H. W. Coventry, rector of Severn Stoke, Worcester, for over half a century, has died aged 91. He was in Naples when Garibaldi arrived at the head of his victorious troops, he witnessed the battle of Volturno, and the triumphal entry of Victor Emmanuel, and was in Kiel when the Prussians invaded Denmark in 1864.

SOUTH CHINA TRADE.

U. S. CONSUL'S REPORT.

Consul-General George E. Anderson, Hongkong, in a report dated Jan. 8 last, states that the prospects of American trade in South China during 1920 coincide in general with the prospects of such trade throughout the Far East and to some extent, the world over. During the war the United States built up a large trade in nearly all lines of exports to this field, and during the past year it has held most of this trade. Its prewar trade, which consisted mostly of flour, kerosene, lumber, and a limited line of machinery, largely disappeared under war conditions. Kerosene has revived, lumber is regaining its position slowly, and flour will continue so long as prices remain what they now are in the United States on the one hand and as long as Australia (which is now furnishing the chief foreign supply of flour) has a surplus stock to export. The prospect really hinges upon the question of how much of the business the United States has secured during the war can be held under post-war conditions. In the solution world-wide conditions naturally enter to a controlling extent. It may be that special conditions will prove of assistance. At present the exchange value of silver and the shortage of supplies of silver the world over are the chief questions affecting all trade in China; and the United States, as the possessor of the chief stock of both silver and gold in the world, is in a position to settle its trade balances to advantage. In the long run these settlements are arranged through indirect channels, and hence this ability to finance American trade in the Far East is less important than at first it might seem. This situation is also largely favourable to Chinese exports to the United States, rather than American exports to China. So far the United States has held its trade rather more fully than had been anticipated.

The real test of strength in the great staples is yet to come. In the iron and steel trade, for example, the test has not yet been reached, since normal conditions in Great Britain have not yet been restored; but Great Britain has already commenced to secure some of its old trade again in this line, and likewise in plate glass. Belgium is regaining much of its old trade in window glass. These show the beginning of real competition. On the other hand, the United States has secured a considerable share of trade in many lines it never before enjoyed, and which, for the time being at least, is holding effectively. These include special food products; machinery; electrical and similar machines, appliances and materials; musical instruments; ready-made clothing and haberdashery; leather goods; chemicals; hardware; paper and stationery. Goods have been introduced and favourably received; their trade in the future depends upon comparative price and quality.

IN PRAISE OF BRITISH PIANOS.

Sir Thomas Beecham expressed himself as "solid for the British piano" at the annual dinner of the Pianoforte Manufacturers' Association at the Cafe Royal. Although brought up on German pianos, he said, a few years ago he came across an English piano and had used no other since. He had not permitted any institution or concert hall under his control to use other than an English piano.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

TELEPHONE NO. 22

CALL PLAS: "T" OVER "AIR PERMANENT."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

THE BRITISH ANTI-FOULING COMPOSITION AND PAINT COMPANY, LTD.

HONGKONG:

BRADLEY & CO. LTD.

TORPEDO

HONGKONG:

THE BANK LINE, LTD.

Anti-Corrosive and Anti-Fouling Compositions
All manufactured at the Company's Works, BARKING, ESSEX.

CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

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And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull, Southampton, Dundee.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From ANTIWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship

"BENMOHR"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 31st inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 17th May, 1920.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Company's Steamship

"INABA MARU"

having arrived from the above

ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 27th May, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 20th May, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"BESSIE DOLLAR"

having arrived from Vancouver

B.C. and ports on May 20th, 1920,

consignees are hereby notified that their cargo is being landed at their risk into the

hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Tuesday, May 25, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Tuesday May 25th, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining undelivered after May 27th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

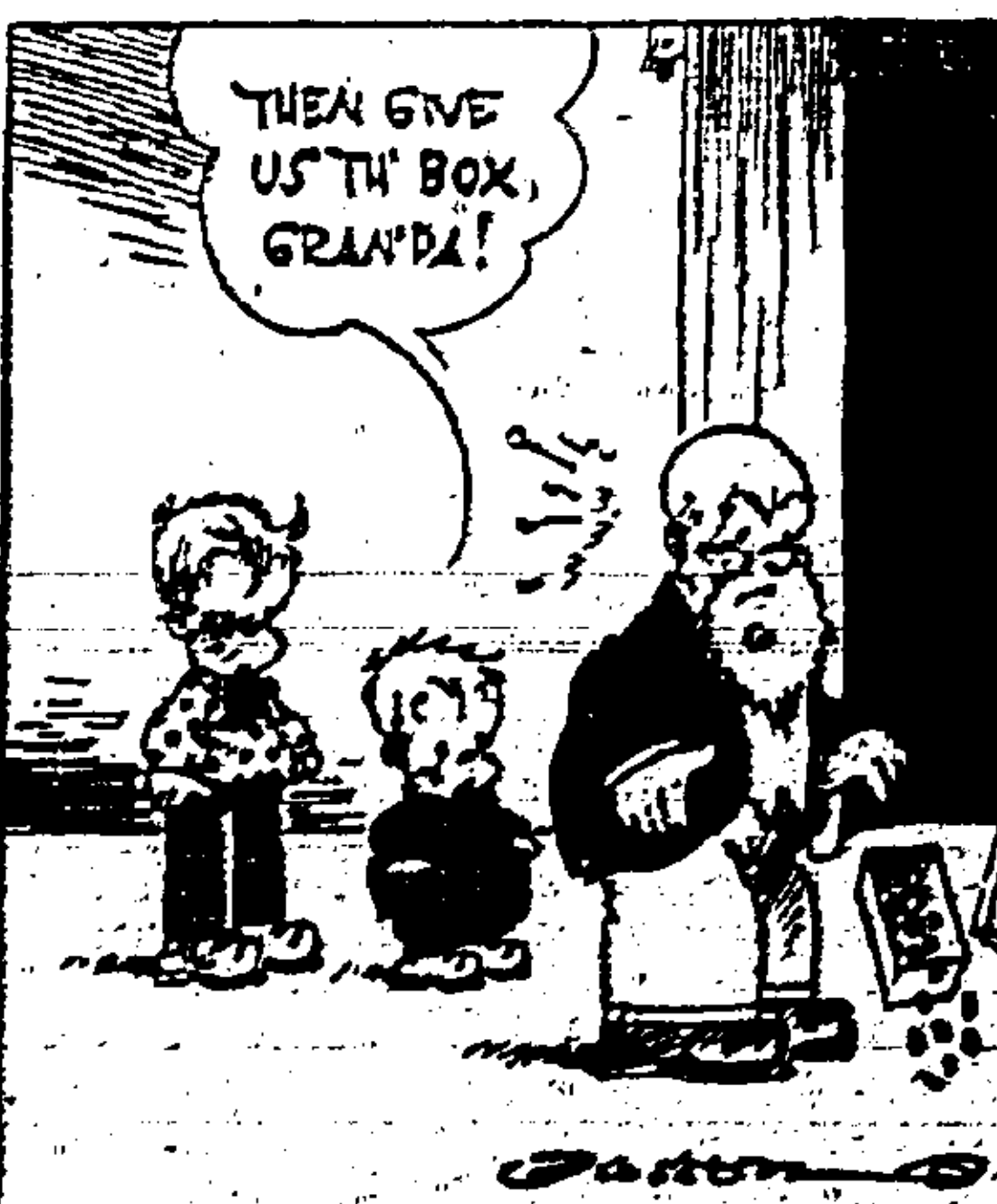
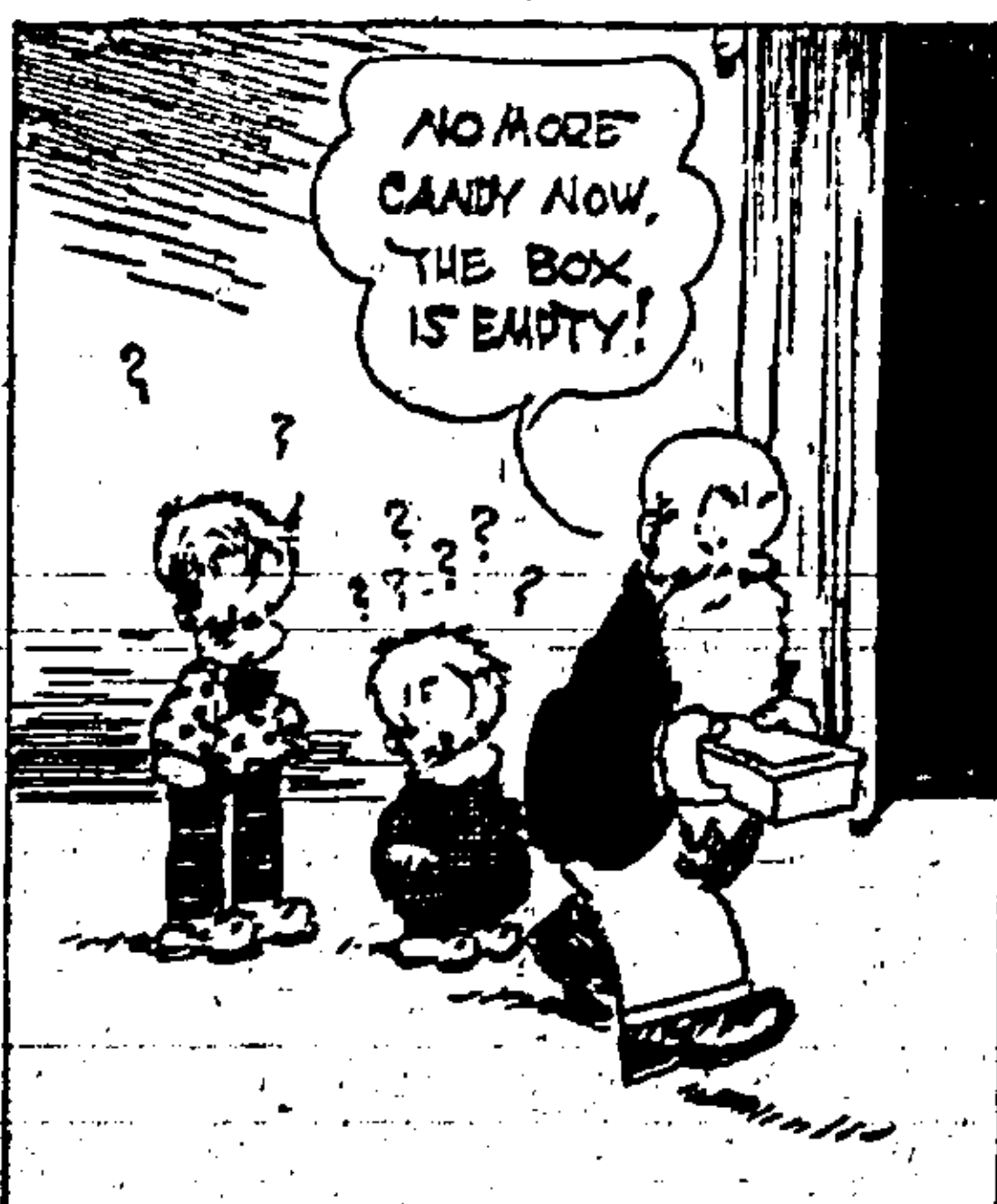
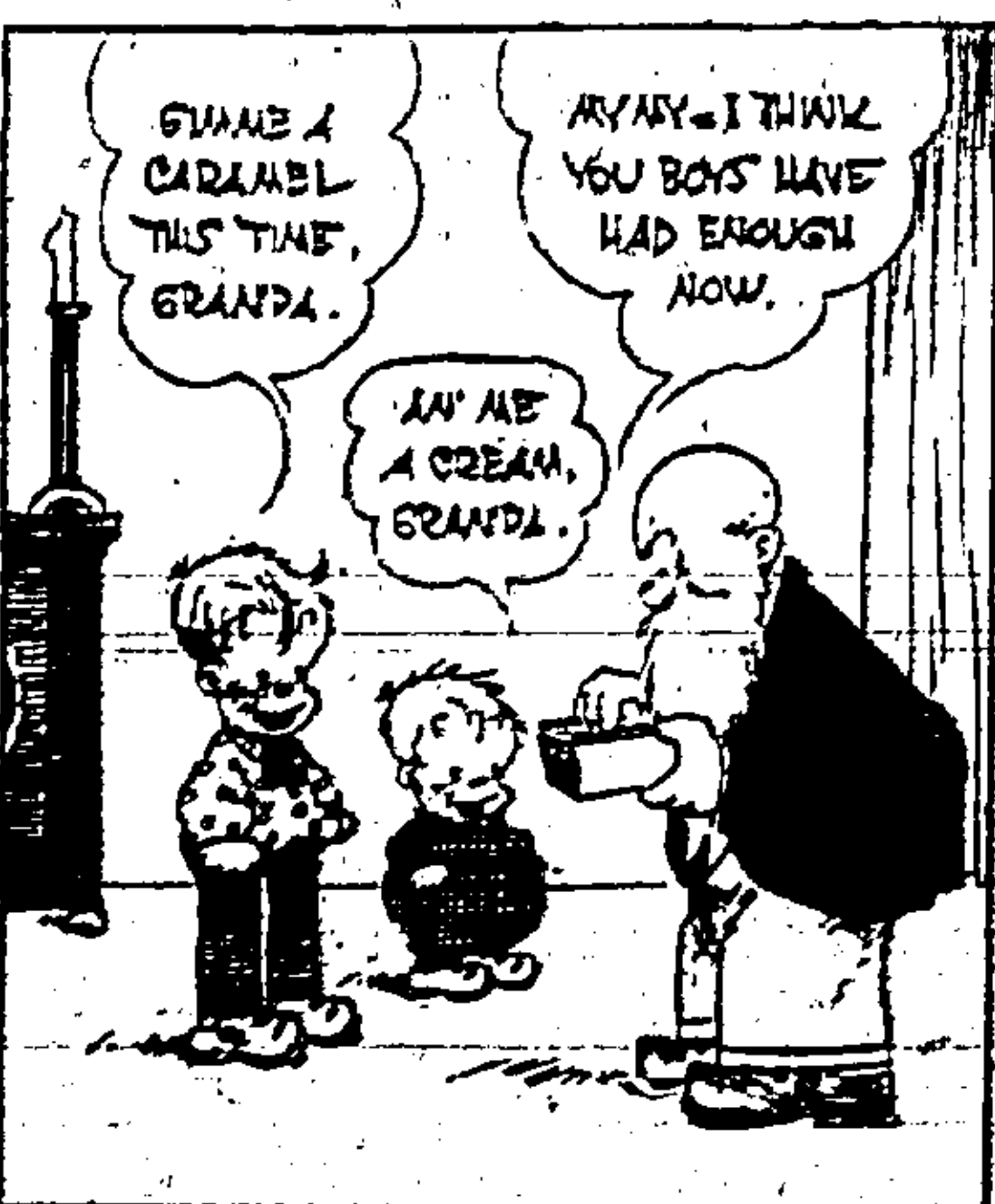
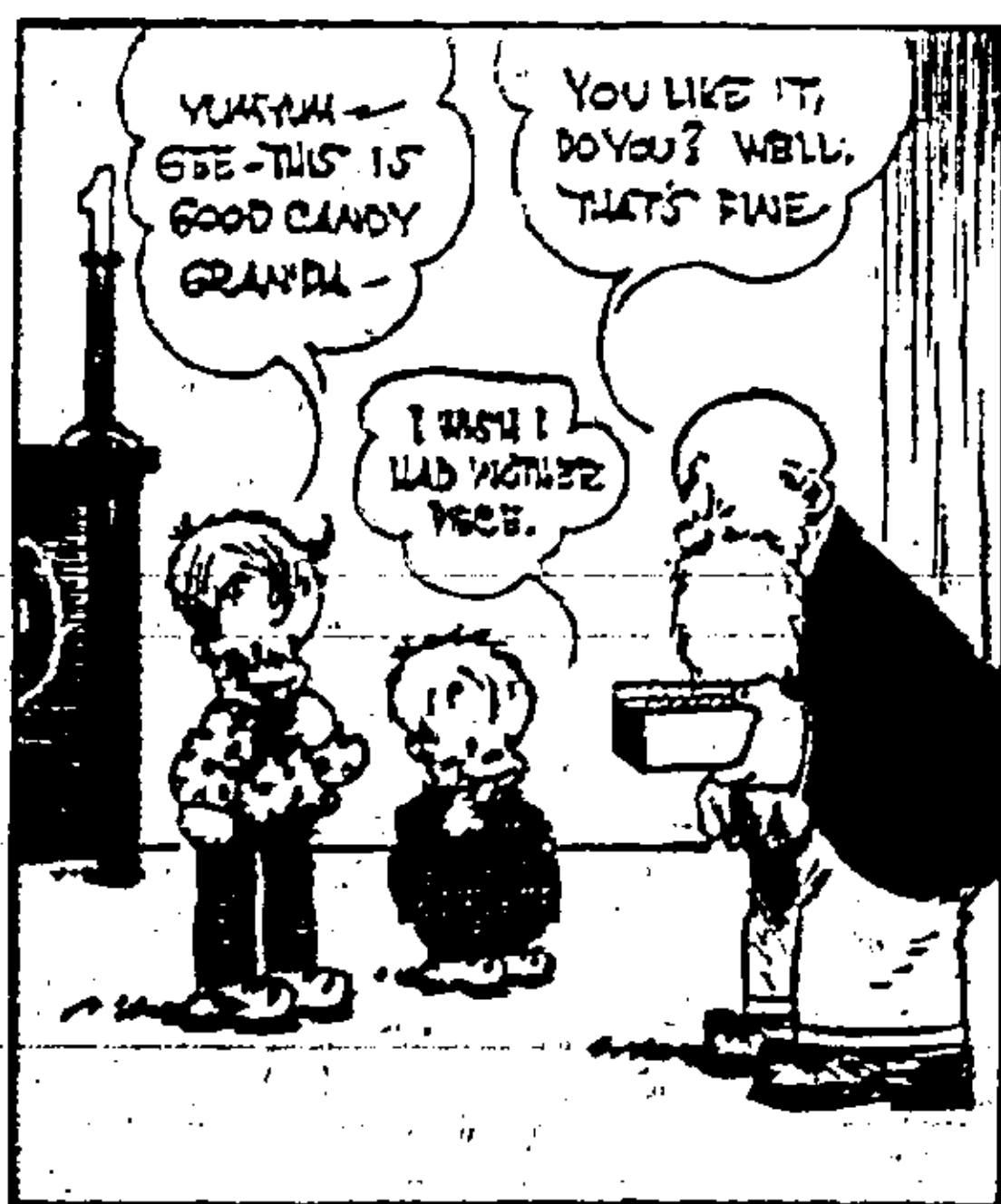
Agents.

Hongkong, 20th May, 1920.

FRECKLES AND HIS FRIENDS

He Couldn't Fool Tagalong.

BY BLOSSER



THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky. The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as No. 4 ever since.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

TELEPHONE 816.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$30 per annum. (Payable in Advance.)

The rate per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 22, 1920.

JAPANESE AND LAND-OWNING.

From one of yesterday's telegrams it will have been seen that Lord Curzon has brought to the notice of the Home Government a matter which is of deep concern to Hongkong. He suggested the taking of immediate steps to prevent Japanese buying and owning land in British Crown Colonies unless a similar concession is extended to British subjects in Japan. Whether or not Lord Curzon is aware of the situation in Hongkong, we do not know, but everybody here is well acquainted with the fact that practically the whole of the best developed residential sites on the middle levels have been acquired by our Japanese friends. We have heard it said, also, that similar large acquisitions of house property have been effected in Singapore, our nearest Crown Colony neighbour. The evil has become very pronounced in both cases and it has greatly aggravated the housing situation. Colonel Amery, in replying to Lord Curzon, said it was not considered that there was sufficient reason for the action suggested. Who has done the "considering" we should very much like to know. And we should like to add that if there is not at present sufficient reason to act, then there never will be. Short of Japanese "invasion" of the Peak district, the situation locally could not be much worse than it is.

Some little time ago a local cleric truthfully stated the facts when he said that Britishers here have to compete for what housing there is with an unlimited non-British population which finds Hongkong desirable and can outbid most of us when it comes to buying sites or contracting for rent. He added that the Government had been culpably remiss in the past, remarking that after one experience of "peaceful penetration" already, it was extremely folly to permit another to go on before our very eyes. With those observations most of us thoroughly agree. As this gentleman took pains to remark, this is no matter of raising a colour question. It is sheer commonsense that in a British Colony some greater consideration should be given to British people in such an essential question as housing. It is not that we object to the Japanese as Japanese. But it does seem altogether wrong and incongruous that British people in a British Colony should be "edged out" of the most desirable spots by aliens whose Government denies to foreign subjects within its jurisdiction the privilege of owning land. Fair play is a jewel; and it is not fair play that Japanese should come here and pick the best whilst Britishers who go to Japan have to suffer discrimination in favour of the people of the country. Colonel Amery says that the question of revising the laws of Japan has "apparently" been considered recently. That is not either very informative or unduly encouraging. What we want is action rather than consideration, a process which may, and likely will, go on indefinitely.

It seems to us that the British are rather too content to be "the goat" in international relations. Tariff wars are not altogether the kind of thing that one wants to see, but the fact remains that whilst foreigners have freely discriminated against British goods, we have let them come in free and suffered in the process. It is the same in the realm of shipping. We give coasting privileges to foreign vessels, whilst other nations (Japan and America particularly) exclude us from like privileges. And in this land-owning business we see the same anomalies present. It is very nice to be generous and kindly disposed, but that attitude can be over-done, and it seems that we are over-doing it. Britishers are suffering in consequence, in Hongkong particularly so far as housing goes. Then is it not about time a policy of give-and-take were instituted? At present it is all "give" and no "take."

NOTES & COMMENTS.

SEAPLANES AND BLAKE PIER.

We have all been very pleased to see Mr. Riccio's little seaplanes in Hongkong three days running, and it would seem that this pioneer of aviation in South China will soon think no more of making the trip from Macao to this Colony than an ordinary person would of having an afternoon stroll. Among the native population of the Colony these days are big days, for the Chinese have swarmed in their hundreds to the waterfront and on the piers to watch the little air machines riding at anchor and then, later in the day, move off on their way back to Macao. And in connection with these wonderful natives we should like to remark that Blake Pier has been so thoroughly invaded that it has been with the utmost difficulty that the usual launch traffic has been carried on. Persons desiring to leave from or arrive at the pier on business have had to get through a pretty dense crowd, and one would have thought in the interests of the legitimate users of the pier the police would have kept it free (at least in some measure) from Chinese whose desire is to monopolise a vantage point from which to witness the ascent of the machine. The Praya wall has been packed, and so has Statue Pier. There can be no possible objection to Chinese lining the wall all day if they please so long as they do not obstruct road traffic but the police on duty in the area ought to be empowered to keep the piers free for their intended use. If some such stand is not taken we shall soon be having Blake Pier and Statue Pier turned into Grand Stands, purely and simply.

GERMANY'S INDEMNITY.

In a leading article a few days ago we commented on the very important question of the reparation to be made by Germany to the Allied Powers, pointing out that there was every desirability in fixing a definite sum. Well-informed circles in Paris are now stating that at the conference between Mr. Lloyd George and M. Millerand the sum of 135 milliard marks was laid down as a minimum, the sum being fixed in marks in order to avoid difficulties by the fluctuation in rates of exchange. If this report be true then it is indeed welcome news, for it will bring out of the realm of uncertainty what is one of the most important questions of the post-war settlement. It will give to Germany the definite idea she has so long been asking for, and it will give to the Allies a clearer understanding of their position. It is only right that Germany should know her full obligations as soon as is ever possible, and also the period of time she is to be granted in which to pay them. The French delegates have proposed the payment of the indemnity in thirty-three annual instalments—a period of time which suggests that a study has been made of Germany's ability to pay. As regards the raising of a large loan covered by Germany and the Allies with the indemnity as a security, it would mean that badly needed money would be immediately available and that during the thirty years to come the indemnity payments would be devoted to the liquidation of the loan. How such a procedure would affect international finance would be interesting to learn, but the impoverished Allies would certainly stand to benefit. The situation is undoubtedly interesting.

MR. ASQUITH'S LATEST.

According to one of the overnight cables, Mr. Asquith has been delivering himself of some excellent ideas, not the least important of which was his condemnation of the war proceeding between Poland and Bolshevik Russians. It has been a little difficult for us to understand why Poland so enthusiastically look up arms against the Bolsheviks for it did not seem as though an invasion of Polish territory was seriously threatened. No one will deny that the greatest material need is the restoration and development of the productive capacity of Europe, and the three roads pointed out by Mr. Asquith by which this might be obtained seem equally attractive and dependent on each other. Peace all round, effectual disarmament, free trade for international industry, immediate ascertainment and liquidation of war burdens, presents an ideal picture, the realisation of which none desire more earnestly than ourselves. As to how that is to be attained must

DAY BY DAY.

WHATEVER ANYONE IS BROUGHT TO BY COMPULSION, HE WILL LEAVE AS SOON AS HE CAN.—Locke.

Two fatal cases of small-pox were notified yesterday, both victims being Chinese.

The name of Mr. R. O. Blaker, A. C. A., has been added to the list of those appointed auditors for the purposes of the Companies Ordinances.

The following additional firms have been granted licences to trade under the Non-Ferrous Metal Industry Ordinance, 1919:—Hip Shing and T. E. Griffith, Ltd.

His Excellency the Governor has appointed Mr. Donald Burlingham, Assistant Superintendent of Police, to be an Assistant Superintendent of the Fire Brigade, in addition to his other duties.

It is notified that, at the expiration of three months, the Asiatic Steamship Company of Canton, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

At 12.45 a.m. yesterday, in accordance with prearranged plans, a fight took place in the U Tak Sing Godown at Kennedy Town between two factions of coolies, in the course of which one man was fatally stabbed in the breast. His alleged assailant made his escape. Three other men are at present being detained by the Police pending the result of investigations into this affair.

There have been of late a succession of burglaries on European residences in the Wanchai district, with the result that the Police are keeping a special watch in that locality. At Morrison Hill Gap, the Police have arrested a rattle worker who was found to be in possession of a dagger. The recent vendetta between members of this class of workmen was recalled by the Police, who, in view of this fact and also of the burglaries, pressed for a severe penalty for the prisoner at the Police Court this morning. A fine of \$50, or one month's hard labour, was inflicted by the Magistrate.

The new programme announced by the Hongkong Theatre is full of fun and excitement. There are no fewer than three splendid comedies by the celebrated Triangle-Keystone Company—"A Modern Enoch Arden," "Bright Lights" and "She Needed a Doctor." During the four nights on which these pictures will be screened, there will be no heavy dramas, but no end of fun and humour, which should attract big audiences and please adults and children as well. The management is now introducing greater variety into the programme and has secured some costly exclusive films. Next week another most attractive programme will be presented.

SAVE PAPER BAGS.

"Owing to the paper shortage, kindly do not destroy this bag, but return it to us." This is the appeal which hundreds of thousands of customers are taking home with them nowadays, and it is a wise reminder to the public of the scarcity and costliness of paper. But there are occasions when to obey the request might lead to trouble. In one case in point a confectioner's paper bag has many relics of the occupation of sausages. It certainly will not improve the cream buns. Again, the brown bag of a greengrocer is eloquent of onions. What will the second customer say when he finds that they have flavoured his dates?

be a matter for European statesmen, and Mr. Asquith has served a useful purpose if he does no more than to focus their attention on these undoubtedly important matters. Whether the immediate abolition of the Supreme Council and the establishment of the League of Nations would hasten the coming of these things is perhaps a moot point, but one that should be given earnest and unprejudiced consideration.

1895.
HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending May 30th, 1895.)

THE DOLLAR.
May 23rd.—The Rate of the Dollar, on demand, to-day is 2s. 1/7 1/2.

PLAGUE PRECAUTIONS.
May 23rd.—At a meeting of the Sanitary Board held yesterday afternoon an application from the Steamboat Company asking permits to land here with vegetables was briefly discussed and it was then resolved on the motion of the President of the Board—"That the Colonial Secretary be informed that the Board considers under existing circumstances, that the granting of any such permits is attendant with danger."

THE PLAGUE EPIDEMIC.
May 23rd.—The letter from the Colonial Secretary, expressing the Governor's appreciation of the prompt measures taken by the Board to prevent the spread of the plague in the Colony which was read at a meeting of the official remnant of the Sanitary Board yesterday, reminds us of the fable of the "man of sorrows and acquainted with grief" who, after a great deal of bitter experience, said there could be no shadow of doubt whatever, that no man should either crow before he is out of the wood, or attempt to count his chickens before they are hatched. We are fortunate in having been comparatively free from the plague so far, and it is to be hoped that it will be kept without our doors for ever and ever, but he is, indeed a very foolish person who assumes that the preventive measures adopted recently can with safety be relaxed in the smallest degree for some time to come.

A FAIR EXCHANGE.
May 25th.—If the Queen's Birthday had been celebrated here to-day instead of yesterday, as in merrie merrie England, and many other parts of the world, it is obvious that the parade, which had to be cancelled yesterday at the eleventh hour, would be under the most favourable climatic conditions. But we can't complain, we had plenty of rain, instead of a gorgeous display of military uniforms, and as the former was much more needed than the latter, we can only admit that "a fair exchange is no robbery."

THE "ODD VOLUMES"

May 25th.—At a crowded meeting of the "Odd Volumes" this afternoon His Excellency Sir William Robinson, in the chair, Mr. Skerchley delivered his farewell address to the members of this society, of which he was one of the founders. He dwelt on its history, its marked success, and its first president, Dr. James Cantlie, in an interesting and highly amusing speech which was constantly interrupted by outbursts of applause. Sir William Robinson proposed a vote of thanks and expressed his own personal regret at this deservedly popular members' departure from the Colony.

CALCUTTA HOUSE FAMINE.

A RENT RESTRICTION BILL.

The rise in the rents of house property in Calcutta has become a very serious problem during the past 12 months.

Like other places since the war, Calcutta is suffering from a house famine, and some landlords are demanding exorbitant rents. This heavy burden on all classes of the community is felt not least by the large European community of Calcutta.

Accordingly a Rent Restriction Bill was introduced in the provincial Legislature on March 15. The standard rent is to be that paid on April 1, 1919, exactions beyond this standard are made illegal, and the tenant is protected from arbitrary ejectment. The Bill will last for three years, and, with the object of avoiding discouragement to future building enterprise, does not apply to buildings erected or completed after it passes into law.

It is understood that the Government are considering carefully what steps can be taken to encourage the large building operations which are clearly required. There has naturally been considerable opposition on the part of the landlord to the Bill, but it has been universally welcomed by the general public, and there is widespread approval of the action of the Government.

EDUCATION BOARD.

YESTERDAY'S MEETING.

A meeting of the Board of Education was held yesterday at the Sanitary Board room, Mr. E. A. Irving, Director of Education, presiding.

Reference was made to an article which appeared in a contemporary on April 19th. The Chairman said the article criticised the constitution of the Education Board on certain grounds with regard to the teaching of elementary and scientific principals. He was not prepared to accept the criticism as it stood, but, on the other hand, the constitution of the Board was not unchangeable, should it decide at any time that an amendment was necessary. The teaching of elementary science in schools was by no means neglected. However, the study had been hampered by the shortage of class-rooms and other accommodation, but this was all due to the war. A scheme was at present before the Government which would remedy that defect. It would be submitted in connection with next year's estimates and would, he hoped, meet with the approval of the Government. The reports of the Vernacular Committee stated that that sub-committee approved of the recommendations of the Director of Education on the understanding that the Normal Classes at the Man Mo School should be maintained at the expense of the Government. The question of staffing was left to the Director of Education.

The Chairman said that he had addressed a letter to the Government on the subject of improving vernacular education, but that letter had been referred to the Board. The Vernacular Committee had issued a report on the matter, which stated that it was considered that nothing could be done for vernacular education until the number of teachers was increased, and therefore it was desirable that there should be some method of training teachers. The Chairman then moved that the report with reference to training teachers be adopted. Mr. A. R. Cavalier seconded the motion, which was carried.

The recommendations of the English School Committee were then discussed. These were as follows:—

Peak School.—(1) The committee are of opinion that the present staff is inadequate and that permanent teachers should be appointed as soon as possible. (2) They regret that the parents have a tendency to regard with indifference the question of the regular attendance of their children. The efficiency of a school depends largely upon regular attendance.

Kowloon British School.—(1) The Committee are of opinion that the staff here also is inadequate and that permanent teachers should be appointed. (2) That the water closet system should be applied to this school as at the Peak School and the Victoria British School. They regard the present arrangements as insanitary.

(3) That the equipment is inadequate particularly in respect of maps, globes and models of drawing.

Victoria British School.—The Committee are of opinion that permanent teachers should be appointed as soon as possible.

The Chairman intimated that the shortage of staff in the Education Department would probably soon be filled, as ten lady teachers and four gentlemen were expected from home.

It was agreed that the Headmaster of Kowloon British School should be asked to report on the necessary equipment required, and that the Government be asked to instal the water closet system in the School.

FILMS IN CHURCH.

A cinema film was shown in a Portsmouth church during Holy Week for the first time in the history of the town. The church was St. Cuthbert's, at Copnor, and the film selected for the occasion was "From Manger to Cross," which was produced in Palestine. Hymns were sung by a choir placed behind the screen, and the service was conducted from the pulpit by the vicar. At the close a number of slides of paintings of the Resurrection were shown. The film was exhibited on three evenings. On each occasion there was a very large congregation.

TO-DAY'S MISCELLANY.

The removal of the Custom House, as is now suggested, to allow for the extension of Billingsgate Market, is not likely to be opposed on antiquarian or artistic grounds, for the present building has little to boast of architecturally, and dates only from 1817. On the present site, however, have stood a succession of Custom Houses since the 14th century, and all of them, including one by Wren, have been destroyed by fire. The comparatively brief career of the present building has not been unchequered, for the foundations gave way within ten years of its erection and again in 1852.

Few of our English Bishops can claim to have "roughed it" to the extent of Dr. Michael Furse, the Bishop-designate of St. Albans, who is now due in his new diocese. On the Rand where he was an Archdeacon, it was his custom to mix with the gold diggers as one of themselves, and his free and easy manner earned for him the nickname of "Mike" from the Colonials. What he does not know about Johannesburg and the mining districts is not worth knowing, while his height and build, combined with his sunburnt face, are in contrast to the conventional idea of an English ecclesiastic. His father, Archdeacon Furse of Westminster, was a friend of Gladstone.

The mere mention of the possibility of the sale of the art treasures of the Foundling Hospital will set the mouths of collectors watering, for they are many and, in some cases, important. There is Hogarth's great "March to Pinchley," which made George II. so angry that the painter ought to be "bicketed" for it, where upon Hogarth dedicated it to "The King of Prussia" (sic). There is the small Gainsborough of "The Charterhouse," there is Kneller's portrait of Handel, one of the hospital's greatest benefactors, and Roubillac's bust, in addition to the autographs, the historic punch bowl, and a very quaint collection of tokens attached to infants deposited there in the early days of the foundation.

After a lengthy struggle the Royal Scots Greys have vindicated their claim to be regarded as the "Household Cavalry" of Scotland. As such, they are not liable for service abroad during times of peace. This is a privilege that was granted to them many years ago by Queen Victoria at the instigation of the late Duke of Cambridge. To the surprise of the regiment, it found itself placed on the foreign service roster shortly after its return from France last year, and in the ordinary course of events would have left for India a few weeks ago. The matter was, however, taken up with the military authorities, with the result that "The Greys" are to be permitted to remain in Scotland.

In the churchyard of the village of Santa Maria del Tolei, Southern Mexico, stands a cypress tree which is estimated to be between 5,000 and 6,000 years old. This hoary patriarch of the vegetable kingdom is as active and flourishing now as it was fifty centuries or more ago. It is easily the oldest living thing in the world. The amazing tale of this ancient tree could tell, had it the power of speech, would be more enthralling than any story to be found in the pages of fiction. It would contain priceless information concerning those early revolutions in Mexico, and the rise and fall of monarchies and civilizations in Tropical America. When it first commenced to push its nose above the soil, about the year 3,000 B.C., King Menes was reigning in Egypt. When Cheops drove his myriads of slaves with the lash to the labour of building the Great Pyramid, it was a slender stripling of 200 years. And it had attained a youthful age of a mere 1,500 years when the Hebrews made their first exodus from the valley of the Nile. When the tree was last measured it was found that its trunk four feet from the ground had the astounding girth of 126ft. It was first discovered by Humboldt, one hundred years ago, who nailed a wooden tablet to the trunk. This tablet is now almost covered by growth of bark, which shows that the tree has by no means ceased growing.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

NATIONAL MERCHANT FLEETS.

A WORLD-WIDE MOVEMENT.

Before the war, shipping was largely controlled by trusts, and conferences, which divide up the world traffic just as a joint of meat is sliced up. The lines monopolised regular trades; the tramps monopolised special commodities. The extent to which the world's commerce was controlled by a small group of shipowners was only realised when, after war broke out, the German carriers were banished from the ocean, and the British carriers mobilised round the British Isles. With the realisation of the dependence of trade on foreign bottoms many countries throughout the world have commenced to put their houses in order and have created, or are creating, nationally owned merchant fleets. The extent of this movement may be gathered from the following list of countries: Canada, Australia, New Zealand, Argentina, Brazil, Chile, Cuba, France, Italy, Peru, Portugal, Switzerland, and the United States. Other countries less handicapped in tonnage have adopted drastic measures for reserving to the use of the State a suitable proportion of the privately owned fleets. Amongst them are Holland, Belgium, Japan, Norway, Sweden, and Spain.

OFFICIAL FLEETS.

All the new countries of Europe are adopting analogous steps, and that the movement is likely to continue is evidenced by the contract placed by Argentina with Spanish yards for the construction of 400,000 gross tons. This movement, it must be understood, is not so much a movement against the trusts and conferences as against any one Power possessing a too preponderant influence in world shipping. No country dare again risk being brought to the verge of starvation and ruin because of a quarrel in which she has no direct concern. Five years ago such a movement would have been considered as aimed at Great Britain. Today it is aimed quite as much at the United States or Japan. It is not so far as can be at present judged, an attempt to oust the conferences, or to cheapen freights. In fact, there is no evidence in any country that freights under Government are in normal times cheaper than freights on private ships. Indeed, the evidence is to the contrary.

To what extent the existence of a Government-owned fleet will tend towards nationalisation depends very largely on the size of the official fleet. In America the Shipping Board tramp fleet would very soon swamp the private companies, who would be obliged to retire from business. It would be impossible for a private ship to be operated in competition with vessels admittedly operated on a non-commercial basis. The Lloyd Brasileiro is a national concern, but until the war provided it with salvation, it passed through a chequered career, the only consistent feature in which was the deficit.

TENDENCIES TOWARDS NATIONALISATION.

If the national fleet is small, it will be useful as a standby. In some neutral countries—for example, transports were used for mercantile purposes in lack of other tonnage. In the same way national ships would fill the void on emergency. If the national fleet is the majority of a country's shipping, it must in the end lead to nationalisation or finally kill that policy. Private owners cannot compete with State-owned ships owing to higher costs, due to taxation and smaller credit.

Private owners would retire and the nation would have to shoulder the whole burden. Can bureaucratic management do as well for shipping as private management? The answer, based on experience since the armistice, is: No!

The best example that can be given is France, which country has about 800,000 tons of Government shipping and about 3,600,000 tons of private shipping. France has had no armies to transport and nothing to do with her ships but to import and export food and goods. She has been fortunate in having far better dock equipment than this country, and has acquired splendid port accommodation at Dunkirk, Havre, Bordeaux, and Les Bassins, left behind by the British and American armies. She is far better situated in regard to warships for similar reasons. Yet the Government operation of shipping has been a disastrous failure. Freights have been three and four times higher than the British, directed freights; charters of the most extravagant and absurd nature have been made, and the vessels, forgotten, left idle for months.

RESULTS OF WAR EXPERIENCE.

Even in America the Shipping Board Operations Division is notorious for its inefficiency. To some extent these failures may be due, and probably are due, to the adaptation of war measures to peace times. But there is so far no satisfactory criterion by which to judge the peace prospects of nationalisation. All our war experience is against it, and we have nothing except war experience to measure it by. On the face of it shipping is not a business which lends itself to bureaucratic management. Shipping is a business that requires initiative and quick energy and action. So far we are without evidence that any Government department is possessed of any of these qualities.

The question of nationalisation is of moment in England because during the past week manifestos have been issued to the members of the N.S. and F.W. by the President, Mr. Havelock Wilson C.B.E., M.P., against the proposal, and a manifesto by Messrs. George Jackson and J. H. Borlase in support of the same, their publication being preliminary to the ballot ordered to be taken on his question. The argument advanced by the supporters of the proposal is almost entirely based on the profits earned by the shipowning interests. Mr. Havelock Wilson directly opposes nationalisation on the grounds: (1) That it would eventually prove unsatisfactory to the men, who would get smaller wages and poorer food; (2) It would be a burden on the State, which would have to pay interest on the capital employed in shipping, whether or not ship operation proved profitable; (3) It would increase the cost of living, owing to the impossibility of a Government department managing shipping as effectively or economically as can private owners; (4) Shipping nationalised, the servants of the State, and their principal weapon to obtain reforms—the strike—would prove useless.

On the other hand, there is abundant evidence that every Government should be possessed of powers of requisition and control, which, if properly exercised, should be sufficient to keep the monopoly of trusts and rings within bounds. Before trying full-fledged nationalisation we should be well advised to experiment with a Shipping Advisory Committee, which would occupy towards shipping the same position as the Railway Advisory Council does towards railways.

LOCAL AVIATION.

LAST EVENING'S FLIGHTS.

The residents of the Colony were yesterday afternoon treated to a flying exhibition which Captain Ricou gave with his machine, the Almirante Paco D'Ayres, Capt. A. G. Lamplough, of the Union Insurance Society, accompanied him as passenger. Quite a deal of advertisement for the Company was obtained thereby, the dropping of the engines attracting big crowds which gathered in the streets, and on the house-tops, as the machine circled over the city and eventually over Repulse Bay. The machine returned to its mooring place in the Harbour on the approach of dusk.

During the day when the machine was at its mooring place, the usual crowd lined the Praya to keep up a close inspection, whilst the more adventurous, desirous of a closer view, engaged sampans and circled round the machine to take in the various details of the craft.

Co-operation between the Aero Club of Hongkong and Captain Ricou was indicated in the announcement of the latter that he intended to approach the Club on the matter of securing the necessary stretch of water and beach for the landing of the machines in connection with the Hongkong and Macao service, which will be maintained by the smaller seaplanes. The commencement of the service seems to be waiting on the completion of certain negotiations with the Macao authorities and on the acquisition of a landing place in Hongkong.

Captain Ricou told our representative this morning that yesterday's flight, in which Capt. Lamplough, the Secretary of the Hongkong Aero Club, was a passenger and his pilot for some time, was made with a view to ascertaining the air currents and the stability of the machine under these conditions. He expected to make another flight to-day at about noon, with Mr. Hays, one of his men, as his mechanic.

Sometime next week, continued Mr. Ricou, he will make a combined flight to the Colony with four of the larger machines which will be put on the regular service. The Aero Club is being approached on the question of securing from the Government a suitable stretch of water and beach for the purpose of its conversion into a general landing place for use by officials of the Club and the Macao Aerial Transport Company.

The smaller machines such as the Almirante Paco D'Ayres, consumed between 10 and 15 gallons of fuel per hour, while the bigger passenger planes, on account of the increased power of the machines, used as much as 50 or 60 gallons per hour. The fare between here and Macao in one of his planes would depend on the cost of fuel as well as other operation charges, but an endeavour would be made to fix it on as low a scale as was possible.

The question of transport of the Colony's mails is held back until the service has been in full swing. The Postmaster General will then be approached on the matter, and as Mr. Ross sometime ago informed us that the Government would have no objection to this mode of carriage of the mails, provided the public is willing to pay the extra charge, no difficulty is likely to be experienced in the matter.

THE PAPER SHORTAGE.

SMALLER NEW YORK PAPERS.

New York, April 11.—The most effective measures yet contemplated for the conservation of newspaper paper are to be introduced into the evening newspapers of New York City tomorrow. Most of the afternoon editions will confine themselves to eight pages instead of 18 or 20, eliminating all display in advertising and limiting their clients to the insertion of only small announcement cards.

In addition certain papers, including the Evening Sun, will eliminate all streamer display in headlines and utilize smaller type throughout. The effect of the proposed new make up is calculated to be a shock to readers accustomed to the familiar forms, which for a time will be displaced by a product closely resembling English papers or American issues of a generation ago.

DAIRY FARM NEWS.

Received new shipments

LAMB, MUTTON, BEEF,
RABBITS, HARES,
&c &c
From Australia.

KIPPERS, FINNAN HADDOCK,
FILLET HADDOCKS,

Direct from the Scottish Fisheries.

PICNIC CHEESE

Prepared by us
and put up in neat glass jars
at 30 cents per jar

THE DAIRY FARM, ICE & COLD STORAGE
COMPANY, LIMITED.



CAL-PA-CO

PURE MARINE PAINT

CAL-PA-CO cannot be equalled for purity and the excellent finish it imparts on any surface. It withstands the severe tests of weather and varying temperature.

INTERIOR DECORATION

CAL-PA-CO offers something entirely new in interior finish.

MANUFACTURED BY THE
CALIFORNIA PAINT CO.

Sole Agents
GERIN, DREVARD & CO.
HOTEL MANSIONS



MILKMAID STERILIZED NATURAL MILK

(COLOURED LABEL)

IT POURS

OUT OF THE TIN.

Packed by Nestle's in Two Sizes.

$\frac{3}{4}$ PINT. $\frac{1}{4}$ PINT.

OBTAINABLE EVERYWHERE.

DEFEATING THE SUBMARINE

DEVELOPMENT OF DETECTING APPARATUS.

Admiral Sir F. C. Doveton Sturdee presided at the Royal United Service Institution at the reading of a paper on "The Submarine and Future Naval Warfare," read by Lieutenant W. S. King-Hall, R.N. Lieutenant King-Hall maintained that where as the advantage of the submerged ship was as nine to one against the surface ship in 1914, it was only seven to three in 1919, and was likely to be only six to seven by 1930. He believed we should see a development of submarine-detecting apparatus within the next few years which would give large and important ships a certain measure of protection against tactical attack by submarines. He also ventured the opinion that the use of gas might eventually revolutionise naval warfare, much as gunpowder did when it was first introduced.

Officers in the audience offered criticisms, one being that in the present need for naval economies the schemes of naval development outlined by the lecturer would prove more expensive than Parliament would stand. Commander Bellairs laid special stress on this consideration, and suggested that the navy would have

to adapt old material instead of creating new.

Sir Doveton Sturdee agreed with the lecturer that the suggestion of making battleships submersible was impracticable. He thought it highly desirable that there should be increased co-operation between surface ships, submerged ships, and aircraft. Command of the sea had been referred to, but Sir Doveton contended that command was a wrong word to use. The most we could claim was control of the sea while enemy ships remained aloft.

IF YOU WORK INDOORS

and take insufficient outdoor exercise constipation and other troubles are sure to result unless you keep your system clean and healthy by the use of a gentle laxative. For this purpose

PINKETTES

are perfection. As gently as nature they dispel Constipation, thus curing Biliousness, Sick Headache, Torpid Liver, pimply or blotched skin. Of druggists, or direct, post free, at 60 cents the vessel from Dr. Williams' Medicine Co., 96 Sechen Road, Shanghai.

NOTICES.

J. T. SHAW

B. V. D.
SUMMER UNDERWEAR
UNION SUITS



MADE FROM A FINE WHITE CHEEK NAINSOOK, CUT FULL AND FREE EVERYWHERE SO AS TO ENSURE PERFECT COMFORT TO THE WEARER. ALL SIZES.

VESTS WITH SHORT SLEEVES. DRAWERS KNEE-LENGTH. MATERIAL AS ABOVE, BUT STOCKED IN SEPARATE GARMENTS, FOR PEOPLE WHO PREFER THEM TO THE ONE-PIECE.

J. T. SHAW

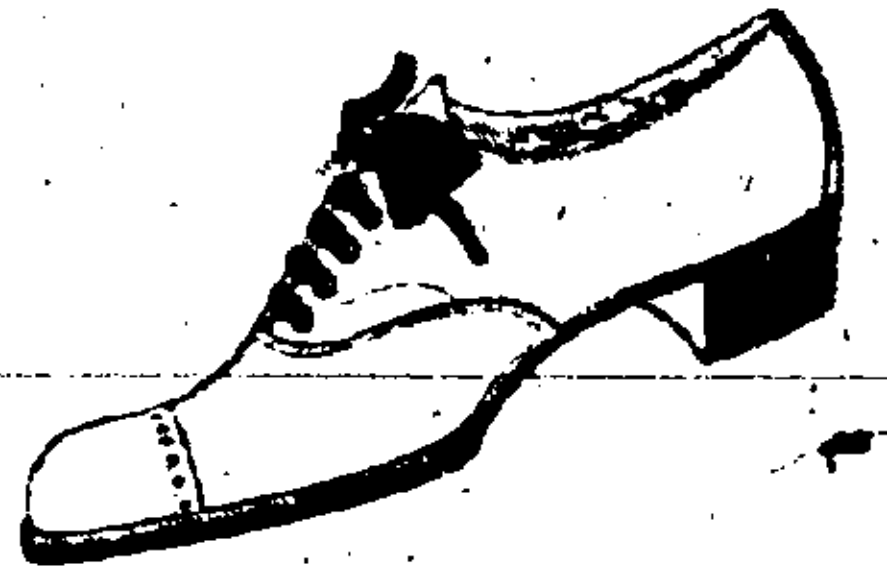
TEL. 692. SPECIALIST IN MEN'S WEAR. TEL. 692. NEXT DOOR HONGKONG HOTEL.

Wm. **Powell** Ltd
TELEPHONE 348

GENTLEMEN'S HIGH-CLASS OUTFITTERS.
SPECIAL LINES THIS WEEK

WHITE

SHOES



BUCKSKIN AND CANVAS

MADE WITH
LEATHER, RUBBER, NEOLIN,
OR
RINEX SOLES.

COLUMBIA

NEW HAWAIIAN RECORDS.

- | | | |
|-------|--------------------------|-----------------------------------|
| A2761 | Sweet Hawaiian Moonlight | Waltz Kalaluki Hawaiian Orchestra |
| | Hawaiian Nights | Medley of Hawaiian Melodies |
| A2760 | Kawa Kahio Medley | Waltz Kalaluki Hawaiian Orchestra |
| | Till We Meet Again | Waltz Kalaluki Hawaiian Orchestra |
| A2743 | Beautiful Ohio | Waltz Kalaluki Hawaiian Orchestra |
| A2241 | Palskio Blues | Guitar Duo: Lora's & Forera |

THE ANDERSON MUSIC CO., LTD.

15, DES VCEUX ROAD. TEL. 1322.

OWING TO THE CONSTANT

RISE IN FIRST COSTS AND
THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE
OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

CALBECK, MACGREGOR & CO.

15, Queen's Road Central. (Telephone No. 73.)

GERIN, DREVARD & CO.

4th Floor Hotel Mansions. Tel. 114.

And at Canton.

Special Electric Testing Instruments.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

Sailings PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
------	------	------------------------	-------------

NOVARA 7,000 27th May. M'las, L'lon & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
------	------	------------------------	-------------

MUTTRA 4,700 22 May, 1 p.m. Calcutta via Singapore, Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
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EASTERN 4,000 25th May. Sydney via Sandakan, Timor, Thaur, L'lon, Cairns, Townsville & Brisbane.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
------	------	------------------------	-------------

KARMA 9,000 2nd June. Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Passage Meters are more than 10% below the rates of the Company's Office as shown in the latest published schedule.
For Passage Rates, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Callin Manila) Sat. 22nd May, at 11 a.m.
FUSHIMI MARU (Callin Manila) Sat. 22nd May, at 11 a.m.
TAMURA MARU (Callin Manila) Wed. 30th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

MISHIMA MARU (Callin Manila) Sat. 22nd May, at noon.
SABO MARU (Callin Manila) Sat. 22nd May, at noon.
KITANO MARU (Callin Manila) Sat. 22nd May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

TOYOOKA MARU (Callin Manila) Sat. 22nd May, at noon.
LIVERPOOL & MARSEILLES via Suez, Port Said & Port Suez.

KAMAKURA MARU (Callin Manila) Sat. 22nd May, at noon.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU (Callin Manila) Sat. 22nd May, at 11 a.m.
TANGO MARU (Callin Manila) Sat. 22nd May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama,
Murocan, San Francisco, Panama & Colon.

LIMA MARU (Callin Manila) Sat. 22nd May, at noon.
SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU (Callin Manila) Sat. 22nd May, at noon.
BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU (Callin Manila) Sat. 22nd May, at noon.
BOMBAY MARU (Callin Manila) Sat. 22nd May, at noon.

CALCUTTA & RANGOON via Singapore & Penang.
SASUKI MARU (Callin Manila) Sat. 22nd May, at noon.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU (Callin Manila) Sat. 22nd May, at noon.

SHANGHAI, KOBE & YOKOHAMA.
TSUSHIMA MARU (Callin Manila) Sat. 22nd May, at noon.

KAMO MARU (Callin Manila) Sat. 22nd May, at noon.
AWA MARU (Callin Manila) Sat. 22nd May, at noon.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
---------	------	-------------	---------------	-----

Tjikini 28th May 31st May Java.

Tjileboel 3rd June 6th June Java.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian
Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lij.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.
"HIMALAYA MARU" (Call Marseilles) Middle of July.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"PANAMA MARU" (Call Marseilles) Friday, 28th May.
"SEATTLE MARU" (Call Marseilles) Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore
"LUZON MARU" (Call Marseilles) Sunday, 23rd May.
"INDUS MARU" (Call Marseilles) Wednesday, 2nd June.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.
"UNION MARU" (Call Marseilles) Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

"MITSUKI MARU" (Call Marseilles) Friday, 14th June.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-
nightly service touching at intermediate ports in Japan
and taking cargo to overland points U.S. in connection
with Chicago, Milwaukee & St. Paul Railway.

"AFRICA MARU" (Call Manila) Wednesday, 26th May.
"CHICAGO MARU" (Call Manila) Saturday, 5th June.

NEW YORK—Regular monthly service via Japan ports, San
Francisco, Panama and Cuban Ports.

"ALASKA MARU" (Call Manila) Monday, 24th May.
JAPAN PORTS—Moj, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Wed. 26th May.
KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the O. S. K.
wharf, near the Harbour Office.

"AMAKUSA MARU" (Call Manila) Sunday, 30th May.
TAKAO via SWATOW & AMOY. Thursday, 3rd June.

"SOSHU MARU" (Call Manila) Monday, 14th June.
"SHISEN MARU" (Call Manila) Monday, 14th June.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
---------	---------------------------------	-------------------------------

"TAIYUAN" 20th May. 26th May.
"CHANGSHA" 17th June. 22nd June.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to
Butterfield & Swire.
Telephone No. 35. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For
LONDON & HAMBURG "KATHLANBA" Second half July.

For particulars of sailings, shippers are requested to approach
the undersigned.

Subject to change without notice.
THE BANK LINE, LTD.,
or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular service between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific,
also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African
ports, with transshipment at Calcutta, in conjunction with
the Indo-China S.N. Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
-------------	---------	---------

TTSIN via W'wei & C'foo Cheongshing Tues. 23rd May at 4 light.
S'PORE, Pang via Amoy Fooohing Tues. 23rd May at 3 p.m.
Kobe Kumsang Tues. 23rd May at 3 p.m.
Manila Loongsang Fri. 23rd May at 3 p.m.
SANDAKAN Himsang Thurs. 3rd June at noon.
STRAITS & Calcutta Laisang Thurs. 3rd June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to
Calcutta, Penang and Singapore. Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by
vessels with good passengers accommodation, sailings from
both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers
and cargo, calling at Haiphong when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov.
between Hongkong & Tientsin calling at Weihaiwei & Ch'foo.

CALCUTTA LINE.

s.s. "FOOSHING" will be despatched on or
about 20th May, for SINGAPORE, PENANG via
AMOY.

Through Bills of Lading issued to RANGOON,
PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C.-N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
-----	----------	---------

SHANGHAI & TSINGTAO Yingchow 22nd May at 4 p.m.
SWATOW & BANGKOK Chinghua 25th May at 11 a.m.
AMOY, SHAI & PUKOW Ichang 25th May at 3 p.m.
MANILA, CEBU & ILOILO Yaming 25th May at 4 p.m.

WEIHAIWEI, CHEFOO, NEW.

CHWANG & TIENSIN Kueichow 26th May at noon.
SHANGHAI Sinkiang 27th May at noon.
SHANGHAI & TSINGTAO Chenan 29th May at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular scheduled service between
Canton, Hongkong and Shanghai (three weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze,
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE—Weekly service to and from Bangkok via S'low
For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong May, 21, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
------------	---------	---------

Halloong Ed. Walker TUES. 25th May at 3 p.m.
Halhong W. C. Passmore FRI. 28th May at 2 p.m.
Halching A. H. Stewart TUES. 1st June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calcutta Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via	Sailing
------------------------	-----	---------

"KURYMACHUS" via Panama 26th May.
"HOWIE HALL" via Suez 27th May.
"DEUCALION" via Suez 5th June.

Steamships proceed via Suez Canal or Panama Canal on Order's option.
Subject to change without notice.
For Freight and Passage apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AWA M. (Liverpool Line) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

The N. Y. K. s.s. PENANG M. (Liverpool Line) left Glasgow for this port via Suez on the 28th April, and is expected here on the 9th June.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 1st May, and is due here on or about the 36th May.

The N. Y. K. s.s. PORTLAND MARU (Bombay Line) left Bombay for this port direct on the 9th May and is expected here on the 29th May.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N. Y. K. s.s. DURBAN M. (Hamburg Line) left London for this port via Suez on the 8th May and is expected here on the 19th June.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama on 14th May, leaves there 15th May and is due at Vancouver on 24th May.

The Dollar Line Company's s.s. BESSIE DOLLAR (New York Line) left Shanghai on May 17th and is due in Hongkong May 21st.

The N. Y. K. s.s. SHINZUI M. (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.

The P. & O. s.s. EASTERN left Moji for this port on the 18th instant at 7 p.m. and is due here on the 22nd inst. at about 4 p.m.

The N. Y. K. s.s. MISHIMA M. (Europe Line) left Shanghai for this port on the 18th May, and is expected here on the 21st May.

The N. Y. K. s.s. TOYAMA M. (Hamburg Line) left Antwerp for this port via Suez on the 16th May, and is expected here on the 27th June.

The N. Y. K. s.s. SANUKI M. (Calcutta Line) left Moji for this port direct on the 19th May, and is expected here on the 24th May.

The N. Y. K. s.s. TSUSHIMA M. (Liverpool Line) left Singapore for this port on the 19th May, and is expected here on the 24th May.

The N. Y. K. s.s. TANGO M. (Australian Line) left Manila for this port on the 20th May, and is expected here on the 22nd May.

The N. Y. K. s.s. MEICHI M. (Bombay Line) left Bombay for this port direct on the 18th May, and is expected here on the 6th June.

The s.s. MATTAWA arrived at Karachi from Liverpool on 19th May, leaves there about 27th May, and is due at Colombo on about 31st May.

The R. M. S. MONTEAGLE arrived at Yokohama on 20th May a.m. left there 20th May p.m. and is due at Kobe on 22nd May.

The R. M. S. EMPRESS OF ASIA arrived at Nagasaki on 20th May a.m. left there 20th May p.m. and is due at Shanghai on 21st May.

X-RAY WONDERS.

Some remarkable indication of the great advance in the development of X-Ray were given recently by Major G. W. C. Kaye, D.S.O., at the Royal Institution. As a practical demonstration, he showed the radiograph of a hand, taken in 1896, with a 20 minutes exposure, and side by side that of a hand taken in January last, with an exposure of the one hundredth part of a second. The latter was incomparably the most perfect production. A further interesting picture was that of the hand of an Egyptian Princess of the Second Dynasty (about 4,500 B.C.), taken through the wrappings of her mummified remains, showing all the bones with great clearness, and a ring on the third finger. Pictures of diamonds and paste ornaments showed how useful the science of X-rays is in the laboratory and in the museum.

TO-DAY'S PICTURES.



THE KING AND FOOTBALLERS.

His Majesty is here seen chatting to Army and Navy footballers.



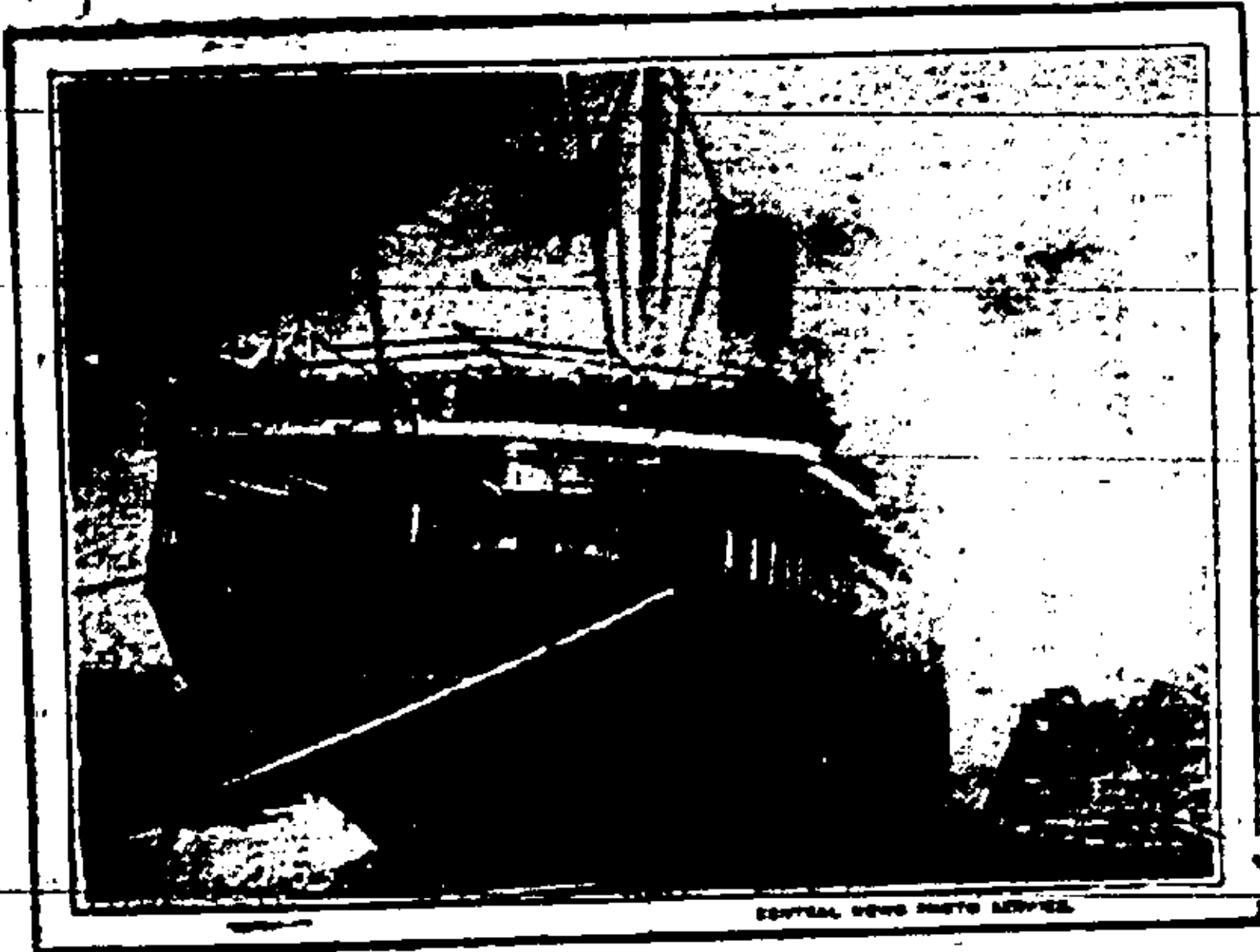
IN DISPUTE BETWEEN ITALY AND JUGO-SLAVIA.

Ragusa, in Dalmatia, an object in the dispute between the Italian and Jugo-Slavia, in the varied Adriatic dispute.



DR. ZWIGART.

Dr. Zweigart, a noted German lawyer, has been selected by the German minister of justice to investigate the Entente charges against German war culprits.



THE IMPERATOR.

The mammoth ex-German liner, Imperial, leaving Southampton under the British flag.



BOLSHEVIK WOMAN DELEGATE.

One of the delegates appointed by Lenin to make peace with Esthonia was a woman. She is shown with the other Russian delegates in the above picture. Second to her right is seen A. Joffe, chairman of the Russian delegation. He was formerly Russian Ambassador to Berlin.



A CURIOUS SIGHT.

Strange aircraft seen at an aerial Army display recently in California.

DOINGS OF THE DUFFS

It Would be Simply Awful To Be Out of Style.

BY ALLMAN



Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	7,000	25th May	M's, L'don & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

MUTTRA	4,700	22 May, 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	25th May	Sydney via Sandakan, Timor, Thursday Is., Cairns, Townsville & Brisbane.
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SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	2nd June	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Particulars of sailing times, etc., may be obtained at the Company's Office, 22, Des Voeux Road Central, Hong Kong.

For Passage Rates, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central. Agents.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Call Manila) Sat. 22nd May, at 11 a.m.

FUSHIMI MARU (Call Manila) Tues. 25th May, at 11 a.m.

TAJIMA MARU (Call Manila) Wed. 30th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU (Call Manila) Sat. 22nd May, at noon.

SAD MARU (Call Manila) Fri. 29th May, at noon.

KITANO MARU (Call Manila) Fri. 11th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez, Port Said.

TOYOKA MARU (Call Manila) Fri. 11th June.

LIVERPOOL & MARSEILLES via Singapore, Cebu, Suez & Port Said.

KAMAKURA MARU (Call Manila) Fri. 25th May.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU (Call Manila) Wed. 26th May, at 11 a.m.

TANGO MARU (Call Manila) Wed. 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

LIMA MARU (Call Manila) Mon. 24th May.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU (Call Manila) Beginning of July.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU (Call Manila) Wed. 26th May.

BOMBAY MARU (Call Manila) Wed. 2nd June.

CALCUTTA & RANGOON via Singapore & Penang.

SANKI MARU (Call Manila) Tues. 25th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU (Call Manila) Sun. 23rd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

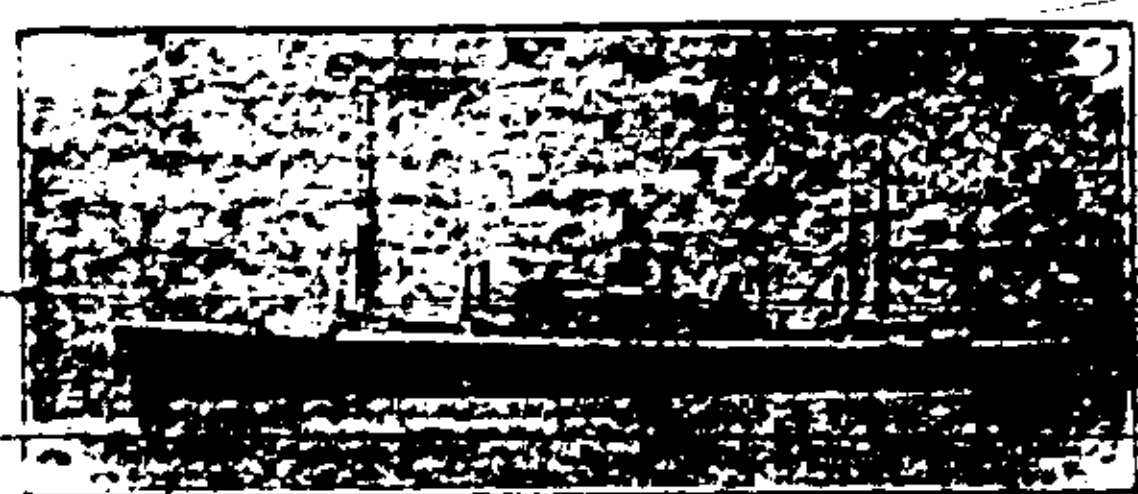
TSUSHIMA MARU (Call Manila) Sun. 23rd May.

KAMO MARU (Call Manila) Thurs. 3rd June, at 11 a.m.

AWA MARU (Call Manila) Thurs. 3rd June.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LINE.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Moj	28th May	31st May	Java.
Tjileboel	Milke	3rd June	6th June	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LINE.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Telephone No. 1574.

Java-China-Japan Lij.
York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION. LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.

"HIMALAYA MARU" (Call Marseilles) Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" (Call Marseilles) Friday, 23rd May.

"SEATTLE MARU" (Call Marseilles) Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" (Call Manila) Sunday, 23rd May.

"INDUS MARU" (Call Manila) Wednesday, 2nd June.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"UNYAN MARU" (Call Manila) Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" (Call Manila) Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" (Call Manila) Wednesday, 26th May.

"CHICAGO MARU" (Call Manila) Saturday, 30th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"ALASKA MARU" (Call Manila) Monday, 24th May.

JAPAN PORTS—Moj, Kobe, Yokohama & Yokohama.

"MADRAS MARU" (Call Kobe & Yokohama) Wed. 26th May.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"ANAKUSA MARU" (Call Manila) Sunday, 23rd May.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" (Call Manila) Thursday, 3rd June.

"SHISEI MARU" (Call Manila) Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.
No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	20th May	26th May
CHANGSHA	17th June	23rd June

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
Agents.
Telephone No. 36.**"ELLERMAN" LINE.**

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON & HAMBURG "KATHLANBA" Second half July.

For particulars of sailing-shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

for to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular service between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.M. Co., Ltd., and Apex Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTSIN via W'wei & C'foo	Cheongshing	Tues. 25th May at 4 p.m.
S'PORE, Pang via Amoy	Fooshing	Tues. 25th May at 3 p.m.
KOBE	Kumagag	Tues. 25th May at 3 p.m.
MANILA	Loongang	Fri. 28th May at 3 p.m.
SANDAKAN	Hinsang	Thurs. 3rd June at noon.
STRAITS & Calcutta	Lalsang	Thurs. 3rd June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNED LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOSHING" will be despatched on or about 20th May, for SINGAPORE, PENANG via AMOY.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	22nd May at 4 p.m.
SWATOW & BANGKOK	Chinhua	25th May at 11 a.m.
AMOY, SHAI & PUKOW	Ichang	25th May at 3 p.m.
MANILA, CEBU & ILOILO	Taming	25th May at 4 p.m.
WELHAIWEI, CHEROOW, NEW.		

CHANG & TIENTSIN—Kueichow 26th May at noon. SHANGHAI—Sinkiang 27th May at noon. SHANGHAI & TSINGTAO—Chenan 29th May at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via S'row

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong May, 21, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High-Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	Ed. Walker	TUES. 25th May at 2 p.m.
Hailhong	W. C. Passmore	FRI. 28th May at 2 p.m.
Hailching	A. H. Stewart	TUES. 1st June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., L.L. & Colins Mutual S. S. Co., L.L.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., L.L.)

Sailings from Hongkong: "KURUMACHUS" via Panama 26th May. "HOWICK HALL" via Suva 27th May. "DROUAI" via Suva 5th July.

Reschedule proposed via Suva, Canal or Panama Canal at Ocean's option. Subject to change with out notice. For freight and passage apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON.

REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AWA M. (Liverpool Line.) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

The N. Y. K. s.s. PENANG M. (Liverpool Line.) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 9th June.

The N. Y. K. s.s. KAMO M. (European Line.) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 1st May, and is due here on or about the 26th May.

The N. Y. K. s.s. PORTLAND MARU (Bombay Line.) left Bombay for this port direct on the 9th May and is expected here on the 23rd May.

The N. Y. K. s.s. IYO MARU (European Line.) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N. Y. K. s.s. DURBAN M. (Hamburg Line.) left London for this port via Suez on the 8th May and is expected here on the 19th June.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama, on 14th May, leaves there 15th May and is due at Vancouver on 24th May.

The Dollar Line Company's s.s. BESSIE DOLLAR (New York Line.) left Shanghai on May 17th and is due in Hongkong May 21st.

The N. Y. K. s.s. SHINZUI M. (Bombay Line.) left Bombay for this port direct on the 14th May and is expected here on the 4th June.

The P. & O. s.s. EASTERN left Moj for this Port on the 18th instant at 7 p.m. and is due here on the 22nd inst. at about 4 p.m.

The N. Y. K. s.s. MISHIMA M. (Europe Line.) left Shanghai for this port on the 18th May, and is expected here on the 21st May.

The N. Y. K. s.s. TOYAMA M. (Hamburg Line.) left Antwerp for this port via Suez on the 16th May, and is expected here on the 27th June.

The N. Y. K. s.s. SANUKI M. (Calcutta Line.) left Moj for this port direct on the 19th May, and is expected here on the 24th May.

The N. Y. K. s.s. TSUSHIMA M. (Liverpool Line.) left Singapore for this port on the 19th May, and is expected here on the 24th May.

The N. Y. K. s.s. TANGO M. (Australian Line.) left Manila for this port on the 20th May, and is expected here on the 22nd May.

The N. Y. K. s.s. MEICHI M. (Bombay Line.) left Bombay for this port direct on the 18th May, and is expected here on the 6th June.

The s.s. MATTAWA arrived at Karachi from Liverpool on 19th May, leaves there about 27th May, and is due at Colombo on about 31st May.

The R. M. S. MONTEAGLE arrived at Yokohama on 20th May a.m. left there 20th May p.m. and is due at Kobe on 22nd May.

The R. M. S. EMPRESS OF ASIA arrived at Nagasaki on 20th May a.m. left there 20th May p.m. and is due at Shanghai on 21st May.

X-RAY WONDERS.

Some remarkable indication of the great advance in the development of X-Ray were given recently by Major G. W. C. Kaye, D.S.O., at the Royal Institution. As a practical demonstration, he showed the radiograph of a hand, taken in 1896, with a 20 minute exposure, and side by side, that of a hand taken in January last, with an exposure of the one-hundredth part of a second. The latter was incomparably the most perfect production. A further interesting picture was that of the hand of an Egyptian Princess of the Second Dynasty (about 4200 B.C.), taken through the wrappings of her mummified remains, showing all the bones with great clearness, and a ring on the third finger. Pictures of diamonds and paste ornaments showed how the X-ray penetrates the most opaque substances, and how it is the only method of seeing the interior of the body.

PICTORIAL SUPPLEMENT.



Photo: Mrs. Cheong.

Queen's College Junior Basket Ball Team.



Photo: Mrs. Cheong.

Queen's College Senior Basket Ball Team.



Photo: A. Hing.

Mr. L. N. Lee's car as it appeared after the recent accident on the Castle Peak Road.

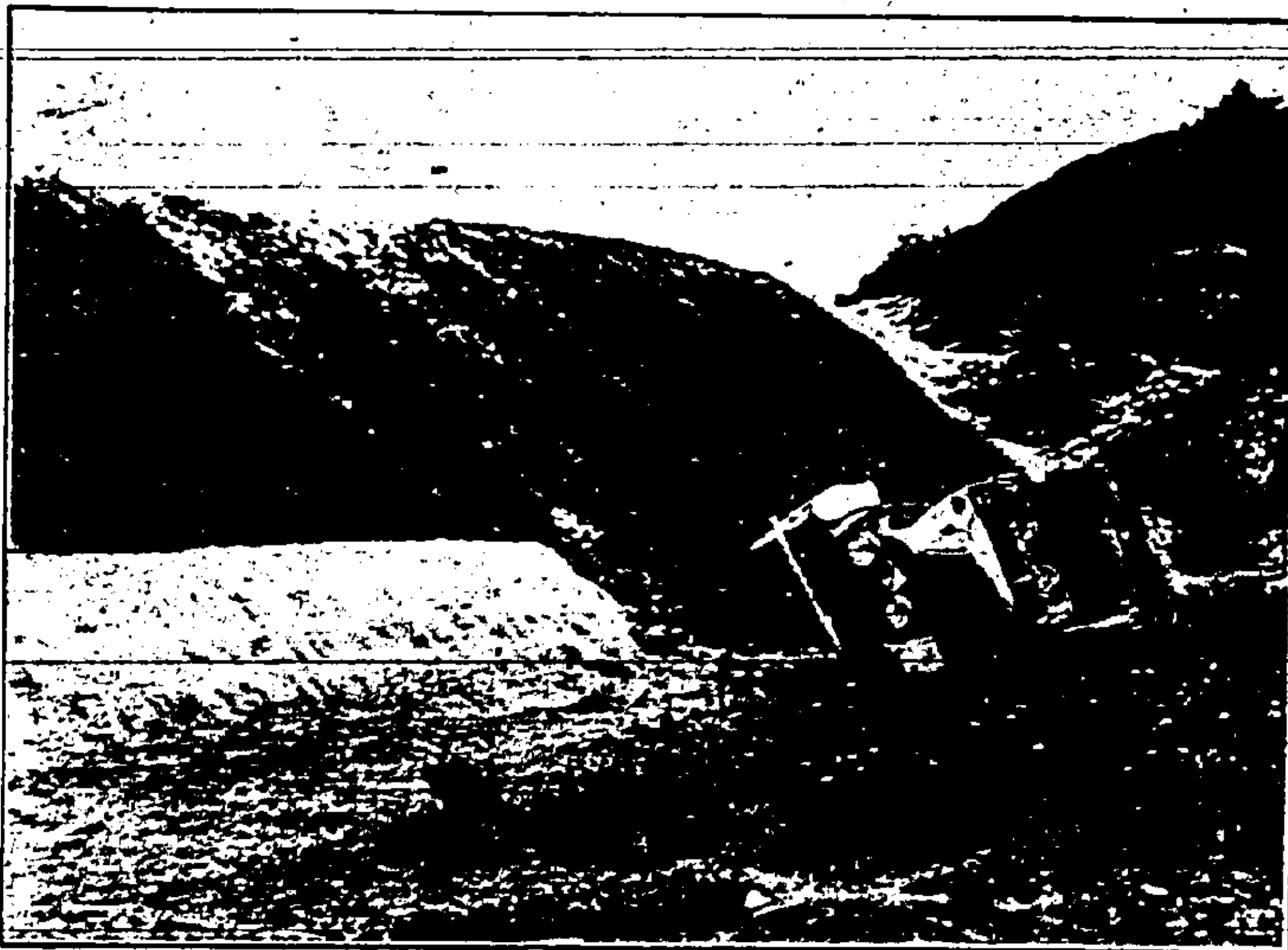
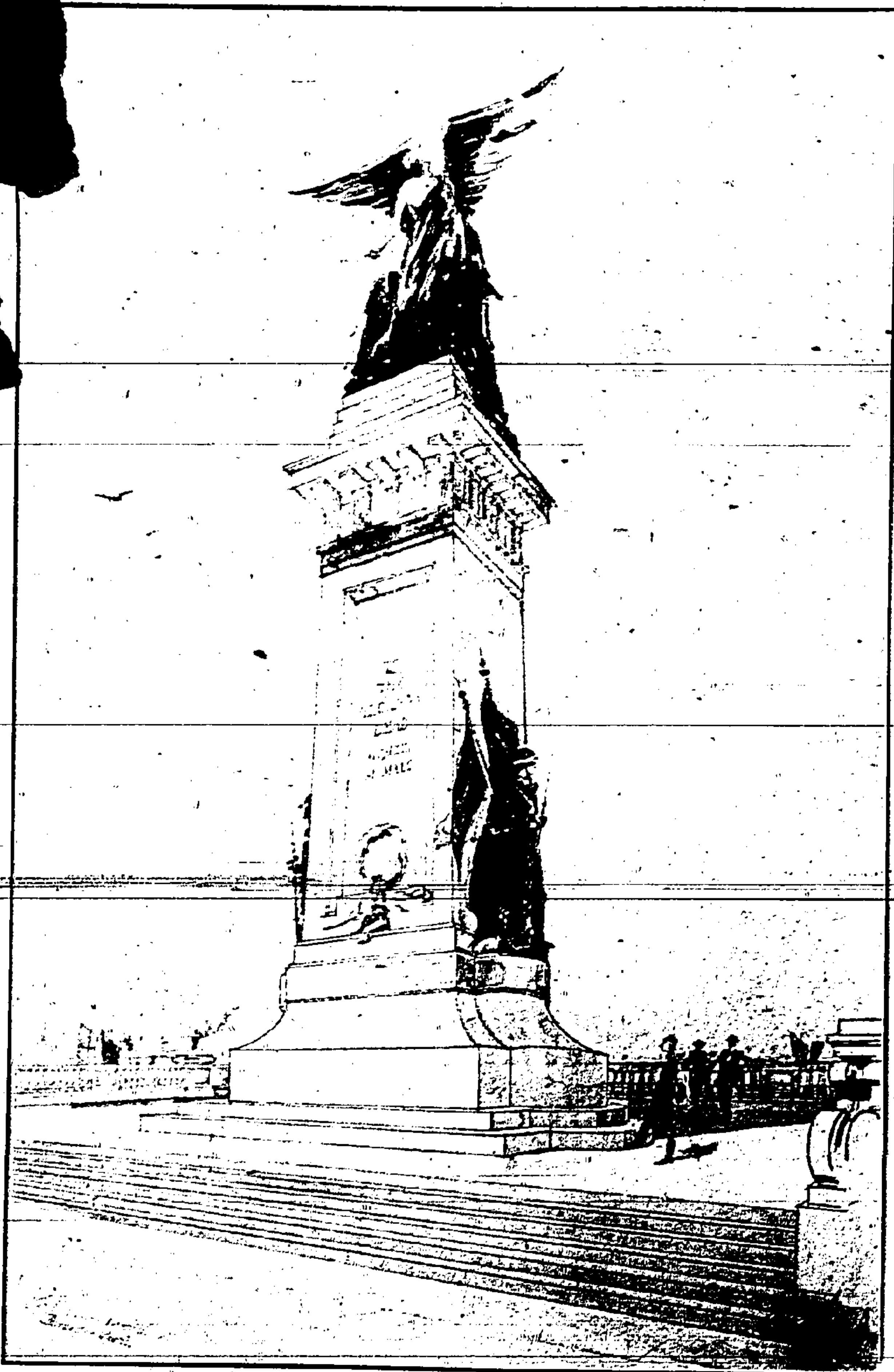


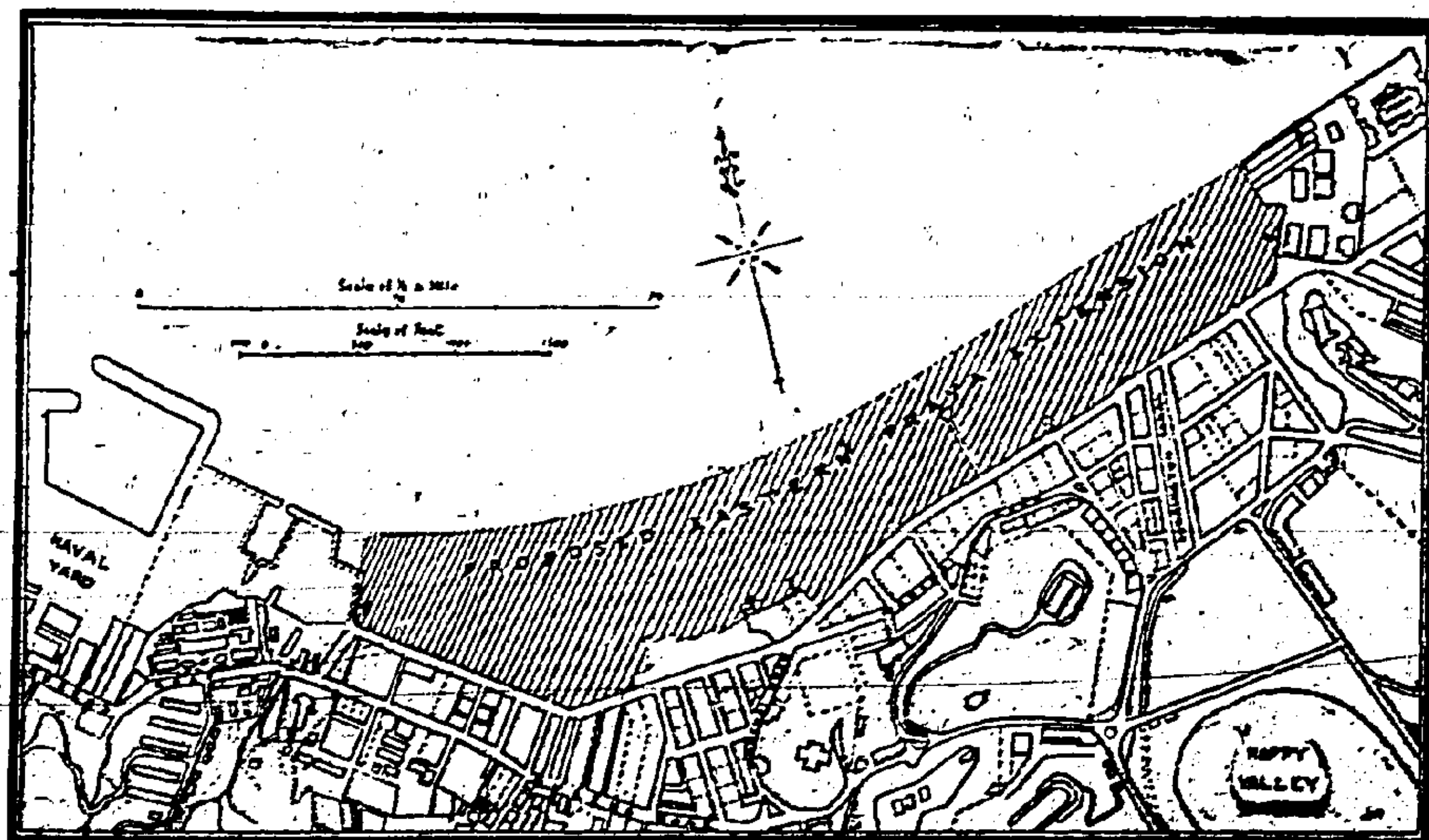
Photo: A. Hing.

Another view of Mr. Lee's car at the foot of the embankment over which it fell.



By courtesy "North China Daily News."

Above is a sketch of Shanghai's War Memorial, designed by Messrs. Stewardson and Spence, winners of the first prize in the competition therefore.



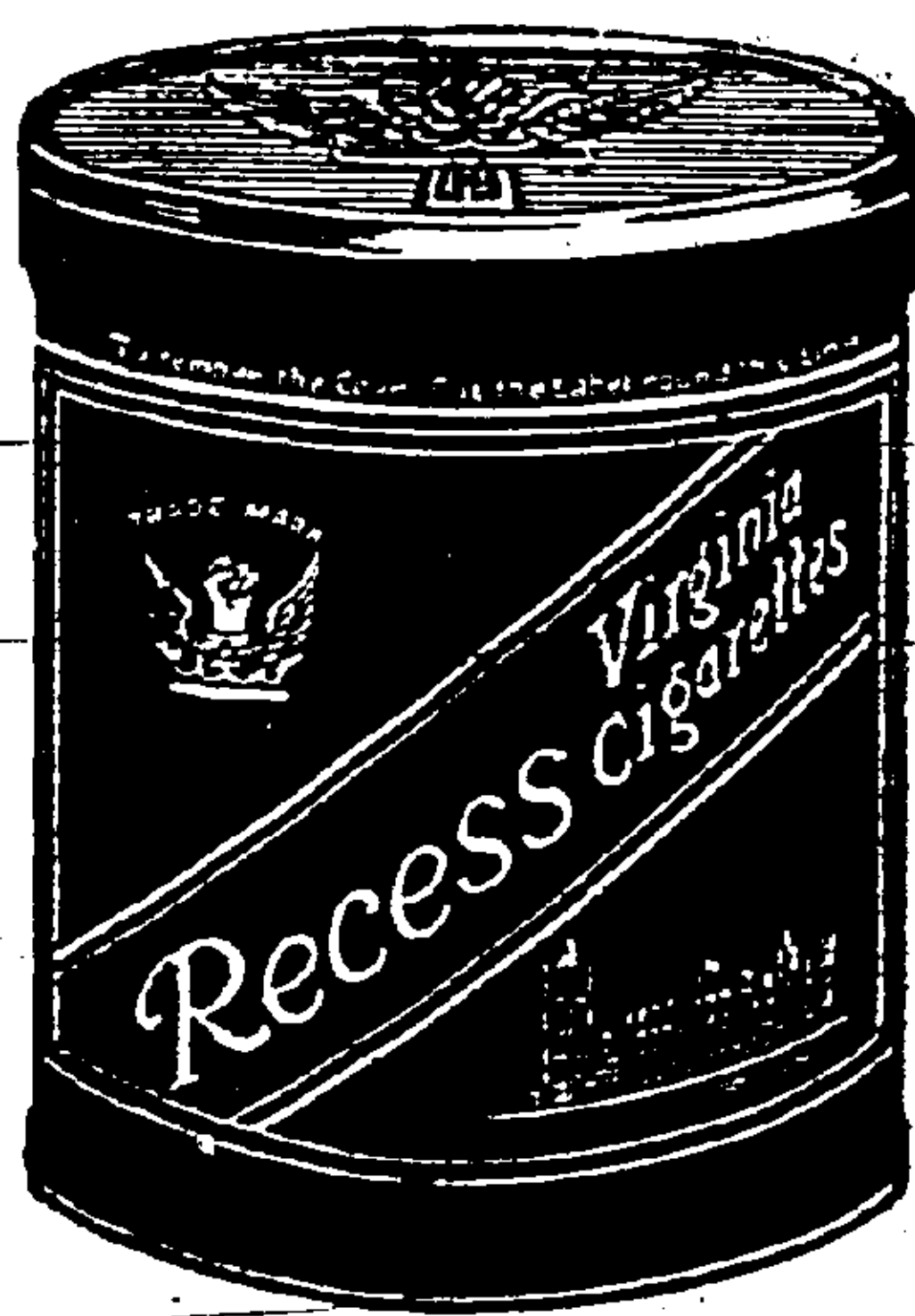
Sketch showing extent of Hongkong's big reclamation scheme, to be commenced shortly at Praya Reclamation.

WESTMINSTER



RECESS No. 44.

VIRGINIA CIGARETTES.



A LARGE SIZE CIGARETTE.

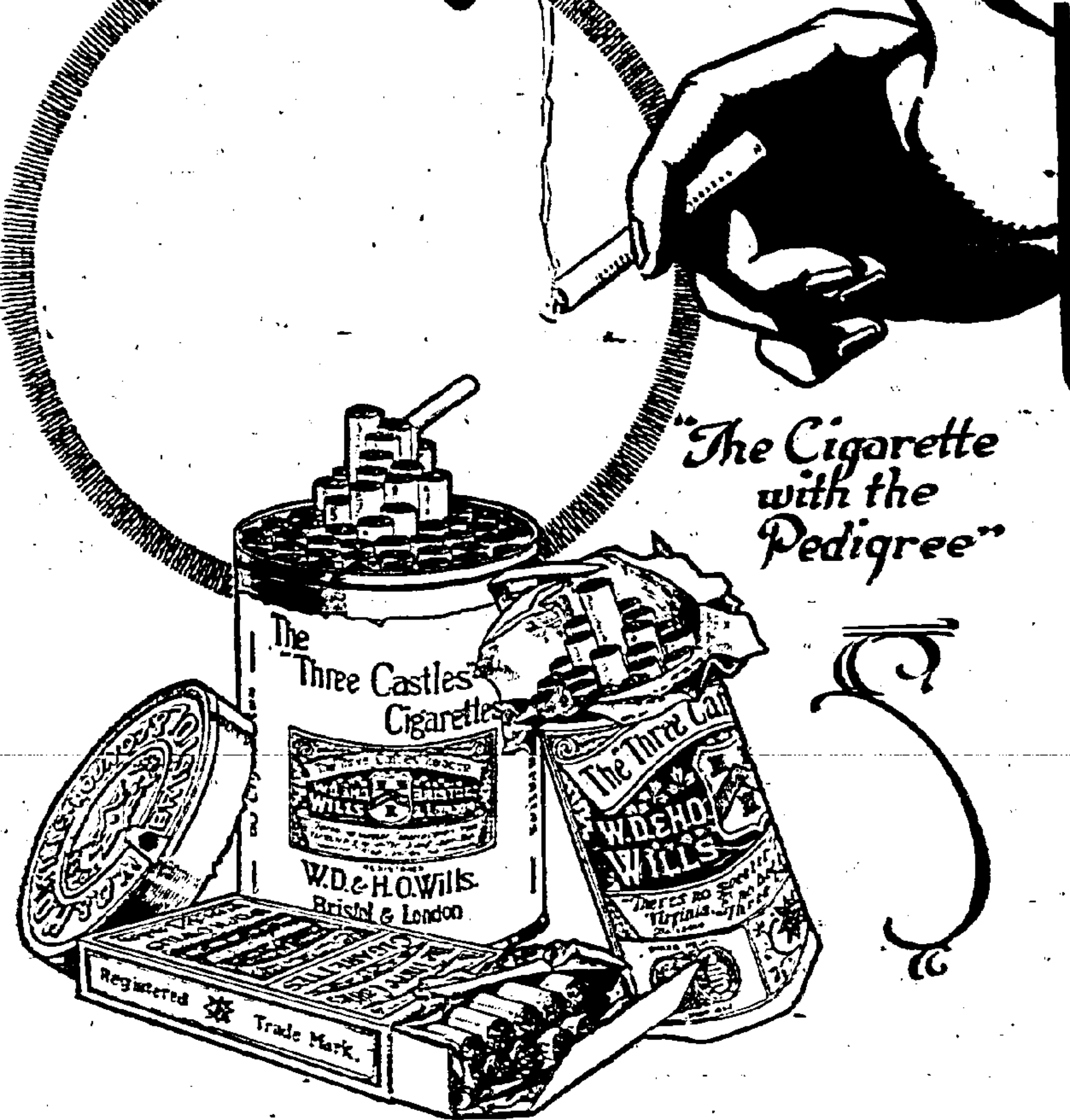
PACKED IN AIR-TIGHT TINS OF 50 CIGARETTES

A NEW SHIPMENT HAS JUST ARRIVED.

Westminster
Tobacco
Co. Ltd
London

NOTICES.

The "Three Castles" Cigarettes



*"The Cigarette
with the
Pedigree"*

This advertisement is issued by British American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES

Banks	
H.K. & S. Bank n.	625
Marine Insurances.	
Cantons n.	445
North China n.	1169
Union n.	176
Yangtze n.	245
Far Eastern n.	1715
Fire Insurances.	
China Fire n.	125
H. K. Fire n.	305
Shipping.	
Douglas n.	87
H.K. Steamships n.	25
Indos (Pref.) n.	194
Indos (Def.) n.	207
Shells n.	192/6
Forries n.	28
Refineries.	
Sugar n.	231
Malabona n.	51
Mining.	
Kailash n.	115
Langkat n.	17
Shanghai Loans n.	100
Shai Explorations n.	407
Raubs n.	275
Tronoh n.	407
Ural Caspian n.	275
Docks, Wharves, Godowns, &c.	
H.K. Wharves n.	83 s. 85
E. Docks n.	152 1/2
Shai Docks n.	130
N. Engineering n.	125
Lands, Hotels & Buildings.	
Centrals n.	105
H.K. Hotels n. & sa.	125
L. Invest. n.	117
H. Phreys Est. n.	6.50
K. Loan Lands n.	40
L. Reclamations n.	140
West Points n.	51
Cotton Mills.	
Evans n.	670
Kung Yik n.	64
Lan Kung Mow n.	425
Oriental n.	240
Shai Cottons n.	350
Yangtze n.	44
Miscellaneous.	
Cements n.	6.90
China Borneo n.	8 1/4 & 6 1/4
Do. Light n.	6.80
China Providents n.	23 1/4 s. 25
Dairy Farms n.	20
Electric H. K. n.	33
Electric Macao n.	24
Hongkong-Ropas n.	6 1/2
Hk. Tramways n.	6.10
Peak Trams, old n.	80 cts.
Do. new n.	4 1/2
Steam Laundries n.	10
Steel Foundries n.	13
Water-works n.	5.90
Watsons n.	13
Wm. Powells n.	13
Winemans n.	35

NOTICES.



MITSUBISHI SHUN
KAISHA, LTD.

MITSUBISHI TRADING CO.,
COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF
KASHIMA, OCHI, MURATE, ISHIBARA,
YAMAGUCHI, NIO, KAMAZU, SATO,
SHINKEI, KANADA, KANIMADA, HIRAI,
and others.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTA-
TIVES:—NAGASAKI, KANATSU,
WAKAMATSU, NOBI, KUMI, KUMI,
USAKA, TSUBOYA, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OFARU, VLADIVOS-
TOK, PEKING, TIENTSIN, DAIKIN,
TSINGTAO, HANKOW, HANKOW,
SHANGHAI, HONGKONG, CANTON,
MANILA, SINGAPORE, SOERABAYA,
LONDON, PARIS, NEW YORK &
SEATTLE.

Cable Address:—"MITSUBISHI,"
London:—A.L.B.C. 5TH ED.
Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI
MARINE AND FIRE INSURANCE
CO.
THE OSAKA MARINE & FIRE
INSURANCE CO.

For Particulars Apply to:—
S. SAKEMI, Manager.
No. 14, Pedder Street, Hongkong.

ENTERTAINMENTS.

TEL. NO. 1743. **CORONET** TEL. NO. 1743.

TO-DAY at 2.30, 5.15 & 9.15 p.m.

**"ALADDIN AND THE
WONDERFUL LAMP."**

HONGKONG THEATRE.

TO-NIGHT.

at 5.15 and 9.15 p.m.

JOE JACKSON

in an interesting Comedy in four parts

"A MODERN ENOCH ARDEN"

MABEL NORMAND

"BRIGHT LIGHTS"

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL.

HOTEL MANSIONS.

THE REPULSE BAY HOTEL.

J. H. TAGGART,
Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIGHTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373.

Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF
MRS. BLAIR.

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)
ICE HOUSE STREET.

Under American Management.

Single and quiet yet only a few minutes' walk from the Banks and Centre.
Dinner, 45 Bedrooms, Excellent Cuisine, exceptionally Clean, Moderate
Terms. Monthly and Family Rates on application to the Proprietor.

Hotel Launch Meets all Steamers.

Telephone 812.

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UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL, FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

Printed and Published for the Proprietor, by Alfred Monty
11, Ice House Street, in the City of Victoria, Hongkong.

POST OFFICE.

WHIT MONDAY.

The General Post Office will
be open on Monday the 24th inst.
from 8 to 9 a.m. only.
There will be one delivery of
ordinary and registered corre-
spondence and one collection of
correspondence from the Pillar
Boxes.
The Money Order Office will be
entirely closed.

The Hongkong Postal Guide
for 1920 may now be obtained at
the G.P.O. at 50 cents per copy.

Registered and Parcel Mails are
closed 15 minutes earlier than the
times given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 2 p.m. on the pre-
vious day.

INWARD MAILS.

Europe (via Negapatam)—Per
CARMARTHENSHIRE, 22nd
May.
Japan—Per EASTERN, 22nd
May.
Australia & Manila—Per TAN-
GO M., 22nd May.
Straits—Per TSUSHIMA M.,
24th May.
Shanghai—Per SINKIANG, 24th
May.
Japan—Per SANUKI M., 24th
May.
Bombay—Per PORTLAND M.,
29th May.

OUTWARD MAILS.

TO-MORROW.
Swatow, Amoy and Formosa via
Keelung—Per AMAKUSA
MARU, 23rd May, 9 a.m.
Japan via Nagasaki—Per TAN-
GO MARU, 23rd May, 9 a.m.
Shanghai, North China Japan via
Nagasaki, Canada, United
States, Central and South
America & EUROPE via SAN
FRANCISCO—Per CHINA,
24th May, Reg. 9 a.m. Letters
9 a.m.

Tourane—Per GEORGIE, 23rd
May, 9 a.m.

MONDAY, 24TH MAY.
Saigon—Per CHOYO MARU,
24th May, 9 a.m.
Pakhoi and Haiphong—Per
KAIFONG, 24th May, 9 p.m.

TUESDAY, 25TH MAY.
Swatow & Bangkok—Per CHIN-
HUA, 25th May, 10 a.m.
Swatow, Amoy and Foochow—
Per HAILONG, 25th May,
1 a.m.

Philippine Islands, Canada, United
States, Central and South
America—Per PRO-
TESTANT, 25th May, 1.45 p.m. Letters 2.30 p.m.

Amoy and Straits—Per FOO-
SHING, 25th May, 2 p.m.
Amoy, Shanghai and N. China
—Per ICHANG, 25th May,
2 p.m.

Philippine Is.—Per TAMING,
25th May, 3 p.m.

WEDNESDAY, 26TH MAY.
Swatow & Straits—Per KAN-
CHOW, 26th May, 9 a.m.

Philippine Islands, Australia &
New Zealand via Thursday
Is.—Per AKI MARU, 26th
May, Reg. 8.45 a.m. Letters
9.30 a.m.

Shanghai, North China & Japan
via Nagasaki, Canada, United
States, Central and South
America, and EUROPE
via VANCOUVER B.C.—Per
EMPRESS OF JAPAN, 26th
May, Reg. 9.45 a.m. Letters
10.30 a.m.

Straits, Bangkok, Ceylon, Mauri-
tius, L. Marques, S. Africa,
India via Dhanushkodi,
Egypt & EUROPE via SUZ-
—Per STENTOR, 26th May,
Registration 9.45 a.m. Letters
10.30 a.m.

Weihaiwei, Chefoo & Tientsin—
Per KUEICHO, 26th May,
11 a.m.

Philippine Islands, Sandakan,
Australia, and New Zealand
via Thursday Islands—Per
TAIYUAN, 26th May, Reg.
1.45 p.m. Letters 2.30 p.m.

THURSDAY, 27TH MAY.
Shanghai and North China—Per
SINKIANG, 27th May,
10 a.m.

WATER RETURN.

Level and Storage of water in
Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER
WORKS LEVEL.

1919	1920
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

1919	1920
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below

Consumption of water in the City and Hill
District in millions and decimals of gallons
during the month of April.

1919	1920
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

1919	1920
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below

Consumption of water in Kowloon in mil-
lions and decimals of gallons during the month
of April.

1919	1920
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below

Consumption of water in Kowloon in mil-
lions and decimals of gallons during the month
of April.

1919	1920
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below

Consumption of water in Kowloon in mil-
lions and decimals of gallons during the month
of April.

1919	1920
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below
Triam	25-11 Below

Hongkong, May 22, 1920.

EXCHANGE.

(Opening Rate closing Rate
on Page 11.)
SELLING.

T/T	4/3 1/2
Demand	4/3 1/2
30 d/s	4/3 1/2
60 d/s	4/4
4 m/s	4/4 1/2
T/T Shanghai	Nom.
T/T Singapore	186
T/T Japan	162
T/T India	204
T/T India	204
T/T San Francisco	81 1/4
T/T New York	213
T/T Japan	Nom.
T/T Marks	Nom.
T/T France	11.25
Demand, Paris	11.25

BUYING.

4 m/s. L/C	4/5 1/4
4 m/s. D/F	4/5 1/4
6 m/s. L/C	4/6 1/4
30 d/s. Sydney and	4/6 1/4
Melbourne	4/6 1/4
30 d/s. San Francisco	81 1/4
co & New York	81 1/4
4 m/s. Marks	Nom.
4 m/s. France	11.25
5 m/s. France	12.05
Demand, Germany	11 1/2
Demand, New York	81 1/4
T/T Bombay	204
Demand, Bombay	204
T/T Calcutta	204
Demand, Calcutta	204
Demand, Manila	170
Demand, Singapore	186
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	49
Sovereign	4.55 Nom.
Gold leaf per Tael	31.80
Bar Silver, ready	forward
Bank of England rates 7 1/2	forward
New York/London	forward

SUBSIDIARY COINS.

H'kong 50 cts. pieces	\$3/10 dis.
10	\$3/8 dis.
5	\$3/4 dis.
Canton subcoins	\$4/9/10 dis.

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SOLE AGENTS

Mitsui Bussan Kaisha.

TIDE TABLE.

17th to 23rd May 1920.

Day	High Water	Low Water	High Water	Low Water
May 17	7.25	7.25	7.25	7.25
Mon. 17	7.25	7.25	7.25	7.25
Tues. 18	8.36	7.5	8.36	7.5
Wed. 19	9.13	7.9	9.13	7.9
Thurs. 20	10.13	8.5	10.13	8.5
Fri. 21	11.13	9.1	11.13	9.1
Sat. 22	12.13	9.7	12.13	9.7
Sun. 23	13.13	10.3	13.13	10.3

m. morning, a. afternoon.